

KUV100: MAHINDRA'S SIX-SEATER HATCH THAT THINKS LIKE AN SUV

BBC

FEBRUARY 2016 ₹150 Only

A Times of India publication

# Top Gear



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## WHIPPING UP A SANDSTORM

With a Bentley Flying Spur W12 and a Ferrari California T in Arabia

## TRIUMPH STREET TWIN

We ride the most affordable new Bonneville

Night of

# CHAMPIONS

WE LOVE THINGS THAT MOVE. NOW'S WHEN WE AWARD THE MACHINES THAT MOVE US

DRIVEN: Merc GLE 450 AMG Coupe, Ford Endeavour, Safari Storme Varicor 400





“LET’S NOT PORTRAY  
THE CARS AS THE  
VILLAINS. FOR MOST OF  
US, THEY’RE STILL VERY  
MUCH THE HEROES”

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# WELCOME



**Cars have never been more in the news than they are right now.** Though they're making the headlines not for the right reasons, thanks to the fact that they sip on fossil fuel. It is said the automobile is one of the greatest inventions. I cannot agree more. A car has utility value, it instills a sense of freedom, and, in many cases, shares a bond with its owner. Can your TV or your phone claim to do any of those things, no matter how smart they may be?

In this issue, we celebrate the brilliance of the car. Yes, it's time for the eighth edition of *TopGear* India Magazine Awards where we present to you a selection of cars, bikes and SUVs absolutely on top of their game. These are machines that do all those things I mentioned earlier. Cars and bikes that can and should be on your to-own list. When you buy a vehicle for your family, you're also buying it for yourself. The cars and bikes we've deemed worthy of the Stig trophy are also bound by a common thread – they're all great to drive – in their own little ways, of course. Mind you, this isn't just a selection of the super-hot cars and bikes you've seen on the cover. You'll find all kinds of winners inside.

The Indian auto industry is on the path to recovery, and manufacturers have gone into top gear (pun intended) with their new launches. This month, apart from the Awards, we have nearly a dozen road tests including the much talked-about Mahindra KUV100, the fabulous new Ford Endeavour, the Mercedes GLE 450 AMG Coupe and the utterly sexy Ferrari California T. Plus, we take a closer look at the new Triumph Bonneville and the CB Hornet 160R – Honda's all-out assault on the Suzuki Gixxer.

Automotive emissions is a major topic of discussion. The governments in some states are looking for a quick fix. Just reining in the number of cars on our roads isn't the most effective solution. What we need is a holistic approach if we want to see a substantial improvement in air quality in the near future. Pollution needs to be controlled at various levels. For example, we need more efficient, convenient and comfortable public transport along with disciplined traffic movement on well-planned roads. That is something that should be pursued more actively and immediately. Let's not portray the cars as the villains. For most of us – like you and me – they are still very much the heroes.

**GIRISH KARKERA**

CHIEF COMMUNITY OFFICER & EDITOR

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# CONTENTS

## AWARDS FEATURES

### 050 Luxury SUV of the Year

This big, well-mannered Swede will let you cross rivers and ravines without creasing your suit

### 058 Entertainer of the Year

A curvaceous body supermodels envy, vocal chords to make your hair stand on end, and legs to dance away your sorrows

### 064 Hot Hatch of the Year

The venomous stinger that goes beyond having storage space, creature comforts and efficiency

### 070 Performance SUV OTY

Who said only low-slung coupes are designed to be fast and agile? Obviously they haven't a clue about this beast

### 072 Family Car of the Year

A car that's as comfortable transporting a family out of town for the weekend as it is on the track

### 074 Luxury Car of the Year

Expecting a feature-rich, long wheelbase sedan you'd love to be chauffeured around in? Think again

### 076 Sportscar of the Year

TG's Sportscar of the Year had to be something with a massive engine and jaw-dropping power figures. It isn't

### 083 Scooter of the Year

India loves superheroes. But more than that, India loves its scooters. Here's one Hero that stood out

### 084 Bike of the Year

An offering unlike anything we've seen from this Italian bikemaker's stable in the last few decades

### 088 Car of the Year

Two remarkable rides enter the ring for one shattering showdown. Only one shall prevail



054



064



088





## NEWS

- 10** **Mercedes E-Class**  
Is it more like the C? Or more like the S? Mercedes takes the visual dilemma to the next level with the new E-Class

- 12** **Volvo S90**  
Here's a list of the five things you ought to know about the newest luxury sedan from Sweden

- 13** **Faraday Future Zero1**  
An unknown Silicon Valley start-up with a 1,000bhp electric single-seater calls out Tesla. Exciting, yes? There's a catch

- 26** **IMOTY '16**  
Leading motorcycle journalists form a huddle. Yamaha walks away with top honours once again



13

## PLANET TOPGEAR

- 16** **Pavan Shetty**  
We interview the new Porsche India chief who previously headed Lamborghini India

- 18** **Sriram Narayanan**  
Has a lot to say about the Supreme Court's ban on 2,000+cc diesels

- 19** **Shreenand Sadhale**  
Remembers times when he looked at some epic cars and didn't want to drive them

- 20** **Options List**  
A Defender that's still on sale, a coffee maker and some properly swish watches



21

- ALSO** **Ferrari California T** **42**  
Ferrari offered us the keys to its drop-top grand tourer, so off we went to Dubai

## DRIVES

### Driven/ridden this month...

Mercedes GLE 450 AMG Coupe	24
Safari Storme Varicor 400	26
Mahindra XUV500 AT	27
Mercedes A 200d	28
Volkswagen Beetle	30
Mahindra KUV100	32
Triumph Bonneville	34
Honda CB Hornet 160R	36
Ford Endeavour 3.2 & 2.2	38
Bentley Flying Spur W12	40



24



40

## DATA



### 101-136

All you need to know about the best cars on sale today. Your car not there in the list? Sell it, and buy a new one, then...

# CONTENTS

10



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## LETTERS TO TG

**Our reader, Rohit Dua was rather touched after reading Sriram's column in the November '15 issue. We think he missed the point by a big margin...**



**Dear TopGear,**

I read your piece in the TopGear Nov '15 edition. This is the first time I've seen someone raise this issue in public. I'm the kind of person who hates seeing paper being wasted. Paper towels put me off. Whenever I see people take paper towels from the dispenser, I can't help but ask them to stop doing this.

I really appreciate your concern and this article.

**Once in a while, we like a pat our backs. Here's what Siddhi Shivraj and Huma Siddiqui, regular TG readers had to say...**

**Dear TopGear,**

I have been an avid reader of your magazine; your team has detailed views on newly launched cars and bikes. Your review of the Mahindra Mojo made me change my mind and go buy the bike. Also, buying the Renault Kwid was a decision I made after reading TG.

Keep up the good work!

**Dear TopGear,**

I really loved the January issue, and I was really happy to read about the great Italian supercars in one issue. Are you sure your staffer made it home after driving a Lambo around Maranello?

I loved the Bentley Mulsanne Speed article. It's a brilliant vehicle for a young achiever who's got taste and loves speed. I also enjoyed reading the face-off between the Maruti Baleno and the Hyundai i20, as well as the in-depth review of the Tata Zica. I think that car has the potential to do really well.

Please keep the comparison stories coming, and, of course, the supercars.



## READERSPEAK

Here's what our readers had to say about...  
**New Ford Endeavour**



**Amit Gupta:** Hope this teaches arrogant Toyota a painful lesson for selling us a truck disguised as a SUV with a boat engine from the '80s.

**Amit Mehta:** Despite being a good vehicle, it still can't come on the road in Delhi for more than 2-3 days in a week.

**Abhinav Thakur:** Still a lot better than the outgoing and upcoming Toyota Fortuner.

**Rahul Bhosle:** I wish Ford gets the F-150 too this year. If priced well, it'll open an all new chapter in the Indian motoring industry.

Interior mirrors the Porsche Cayenne's! Great.

@RISHAB271197

Looks like an XXL version of the EcoSport.

@KUSHAGROFFICIAL

## WHAT'S NEW ON TOPGEAR.COM



Audi R8 drifts up a snow-clad mountain  
<http://tinyurl.com/zz4rpqf>



Mahindra KUV100 image gallery  
<http://tinyurl.com/j47wn4c>

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# NEWS

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH



**BIG THIS MONTH**

## Mercedes-Benz E-Class

Can drive on its own while looking like a C-Class **TURN OVER**



# C the Similarity?

The new E-Class may look a lot like its cousins, but it's out to establish an identity of its own **BY GIRISH KARKERA**

**T**he North American International Auto Show is also known as the Detroit Motor Show. It's a bit confusing. Pretty much like the all-new E-Class. We wouldn't blame you if you mistook it for the C-Class... or the S-Class.

The E provides the quintessential Mercedes-Benz experience. It's a full-sized limo, is good to drive and be driven around in. It states the owner's standing in society pretty clearly. With the arrival of the new car, it looks like that statement is about to become clearer still.

The E-Class has grown, of course. The body has gone even more curvaceous in an apparent nod to the S. It gets a huge grille (similar to the C), a silhouette and mildly flared arches (similar to the C) and curvaceous rear (similar to the S). Interestingly, this family design bit is evoking mixed reactions. It won't be easy to tell an E from an S now, which may be great for the E-Class buyer but probably not so much for an S-Class owner.

Unsurprisingly, the Merc is now bristling with even more technology. Of great interest to

us is its ability to offer semi-autonomous driving. Manufacturers like Volvo and Mercedes-Benz have begun their journey into the world of cars that can drive themselves. The new E-Class, in that sense, will be a landmark model for the Stuttgart firm as it gets more self-driving capabilities than even the S-Class.

The E-Class can now accelerate and brake on the highway using the vehicle ahead as a reference point, which is a good idea on autobahns where lane discipline is observed. Of course, the driver has to activate the 'Drive







Dash from the S-Class, COMAND system from the C



Pilot<sup>\*</sup> feature which lets the car get up to a maximum speed of around 200kph without any human assistance. What if the vehicle ahead changes lanes, you ask. Well, the E-Class can even keep an eye on other vehicles on the road and change lanes when it's safe to do so. And, if the traffic comes to a halt and starts moving again within 30 seconds of stopping, the E-Class can get back up to its top whack. Of course, these features may or may not be offered when the car comes to India later this year. Our legislators will decide on that bit.

But what will be available for sure is a new 2.0-litre diesel engine that Merc says is cleaner and greener than the 2.2-litre unit it replaces. It'll generate a healthy 190bhp, which should see the E make a dash from standstill to 100kph in under 7.5s. There will be a petrol on offer, too.

This is a generation change for the E-Class, and you'll know it when you step inside. It's almost like the S-Class' cabin, with wood and chrome being used in similar fashion, thrones that'll spoil you silly and a massive digital display running across more than half the length of the dash. This is the display for the instrument cluster, multimedia functions and satnav. And, you can modify them as per your liking. Typically, there's acres of legroom all around, and the presence of a twin sunroof gives the cabin an airy feel.

Expect prices for the new E to start at ₹72 lakh onwards (on-road). That'd be a lot of money for an E, but then, the car is no longer what it used to be. It has moved up a few notches – an intentional move by the company to distance it from the C-Class, which, till now, sat dangerously close to the E-Class.





# 5 THINGS YOU NEED TO KNOW ABOUT THE VOLVO S90

Watch out, Teutons. The S90 saloon is coming and it wants your customers



## 1 It's an XC90 in different clobber

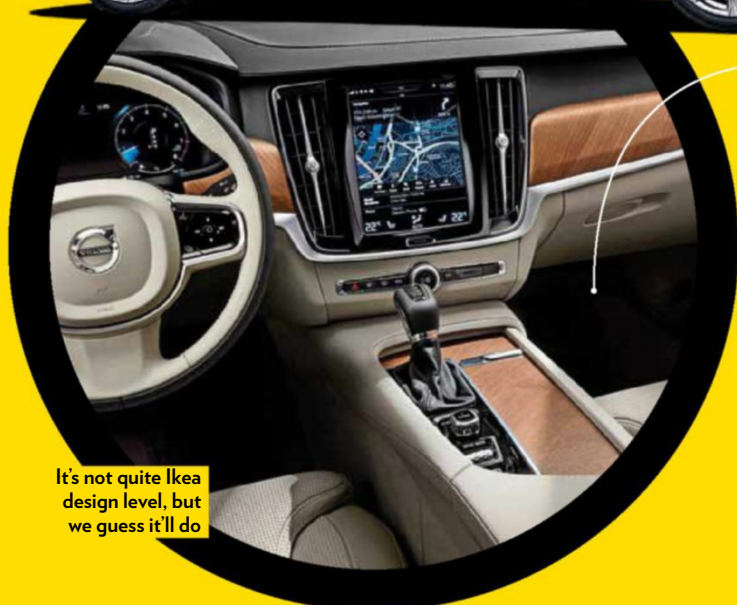
It uses the same SPA platform as the XC, so there are many similarities. Those 'Thor's Hammer' headlights are Volvo's new calling card and add a little pizzazz to the fuss-free bodywork. While the interior could easily double as a meditation chamber, with precious few buttons in sight – just a central portrait-orientated screen – and lashings of high-quality cow leather. Or is it elk?

## 2 Put your feet up – the S90 will take it from here

OK, we're not talking about catching 40 winks on the way to work, but the S90 builds on the XC90's autonomous functions. The Pilot Assist system will keep you in your lane at up to 130kph. However, for those of us with a pulse, the question is can we expect a BMW M5-baiting S90 Polestar anytime?

## 3 You can have any engine you like, as long as it's a 4cyl

Propulsion duties are assigned to the same Drive-E family as the XC90, with an 8-speed auto gearboxes. Predictably, Indians are expected to vote diesel, with the front-drive 187bhp D4 model making up a large chunk of sales. A 222bhp D5 model may also be offered, as well as a T8 plug-in hybrid.



It's not quite Ikea design level, but we guess it'll do

## 4 It's got light-fingered tendencies

Perhaps we should explain... Volvo already has a contender in the 'BMW 5-Series' class – the ageing S80 – but, by the firm's own admission, "the S80 hasn't cracked it with the public at large". So, the plan is to pinch 500 customers from each of its rivals.

## 5 It's a lot of car for your money

At 4,963mm long and 1,890mm wide, its footprint is larger than any of its rivals'. With prices starting from around ₹50 lakh when it goes on sale here in a few months' time, it'll go head to head with the E-Class and the A6, but this time around that's precisely where the S90 belongs.







# WHAT WAS THAT?

Faraday Future, an EV start-up promising to beat Tesla at its own game, debuts with a 1,000bhp electric racecar... that doesn't work. What's the point, then? **AMAAN AHMED**

**T**he brutal-looking single-seat race car you see on this page is the FFZero1. It makes 1,000bhp, does 0-100kph in under three seconds and breaches 320kph... in the minds of its makers, that is.

For the uninitiated, let me introduce you to the latest Silicon Valley start-up that thinks it can walk all over Tesla Motors' party. It's called Faraday Future (FF), it's backed by China's LeTV and it claims to be the "disruptive" new force in the car-making business. Time and again, FF has chosen to compare itself with Apple, stating how its products will do for cars what the iPhone did for smartphones all those years ago. The company didn't even exist at around this time last year, but today, it has employees poached from BMW, Apple and even Tesla.

Over the last six months, FF has drip-fed information to the world, promising to show something that'll rock our world, but not divulging anything specific. When word came along that FF would debut at the 2016 Consumer

Electronics Show in early January, everyone expected to see



Put your iPhone here,  
Master Wayne

something truly different.

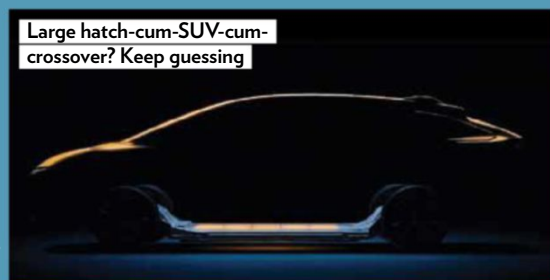
What everyone got was a motor show ornament that couldn't even move on its own power. It wasn't a working prototype, featured no groundbreaking technology, and worst of all, wasn't even based on the variable platform architecture FF spoke about in its presentation. A disappointment, to say the least.

But look at it this way. Making a bonkers single-seater that goes like the clappers is probably the best way to grab people by the scruff of their neck (even if it doesn't really exist). FF has gotten people talking without even showcasing anything tangible, and has said the *real* Faraday is roaming the streets of Nevada, being tested. It's most likely to be a fully-electric crossover (hello, Tesla Model X) that can drive itself.

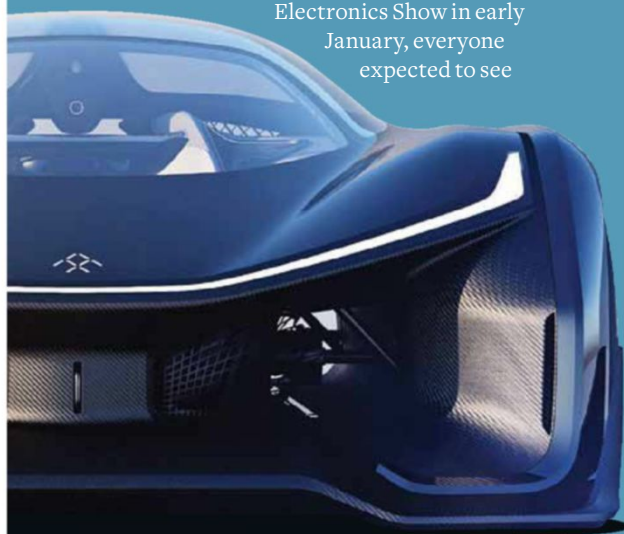
It may be ambitious on FF's part to talk about rewriting the rules of the game, but it'd also be silly to label a company with \$1 billion in its kitty and some serious talent in its ranks as vapourware. The FFZero1 may not come, but the first road-going FF most likely will – by as soon as 2017.

**'Making a bonkers racecar is the best way to grab attention'**

Large hatch-cum-SUV-cum-crossover? Keep guessing



PHOTOGRAPHS: MANUFACTURER





# R3 rules

Yamaha's YZF-R3 wins  
2016 Indian Motorcycle of the Year



It has been an exciting year for the Indian motorcycle enthusiast. With almost a dozen motorcycles making it to the shortlist of the Indian Motorcycle of the Year Awards, however, it was probably one of the tougher years for the jury. And after assessments and voting, it was Yamaha that walked away with the top honours for its YZF-R3, the award presented at a gala do, in Delhi, in December.

This is the second time the Japanese motorcycle firm has won this prestigious award, the first being for the R15 in 2009. Yamaha is known for providing just the right mix of performance and value for money and it was probably this that made it the favourite among the top three contenders this year, the other two being the Honda CBR 650F and the Benelli TNT 300. Nominated motorcycles are judged on various parameters such as price, fuel economy, styling, comfort, safety, performance, practicality, technical innovation, value for money and suitability for Indian riding conditions.



**'This is the second time the Japanese motorcycle firm has won this award'**

Dr Raghupati Singhania, Chairman and Managing Director, JK Tyre & Industries Limited, and Aspi Bhatena, Editor, *Bike India*, and Chairman, IMOTY 2016, presented the trophy along with the members of the jury comprising journalists from leading automobile magazines in India.

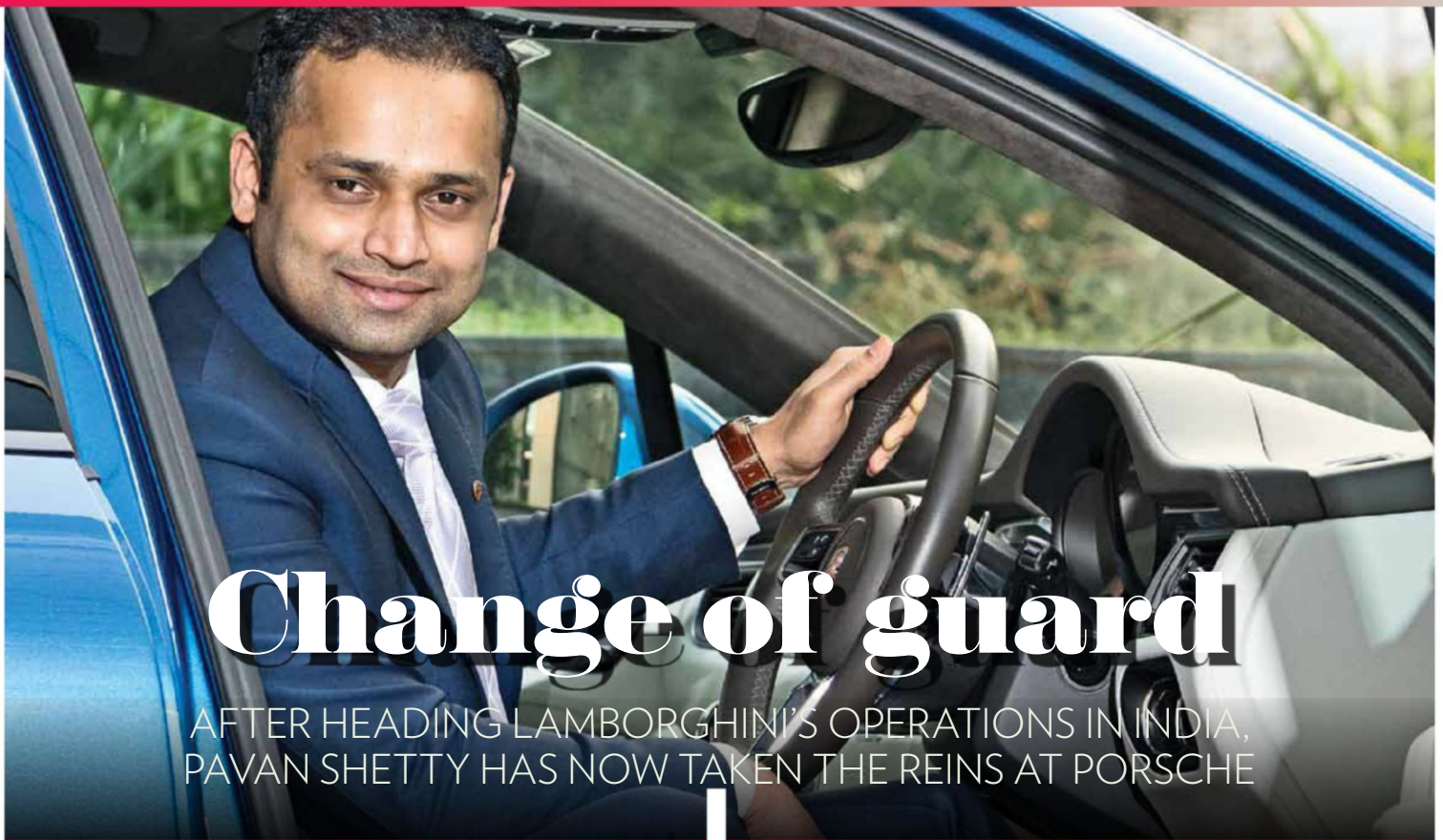
"This year has been particularly tough for all of us," said Bhatena while presenting the award. "Apart from the fact that there were more than 15 contenders, members of the jury felt there were some exceptional motorcycles that had been priced higher than they should have been and that cost them valuable points. While the second and the third spots were fairly closely contested, there was one motorcycle that stood head and shoulders above the rest. In the end the IMOTY jury must congratulate Yamaha, for the YZF-R3 is a worthy winner and delivers more than the others on most evaluation counts. It is compact, easy to ride, has a great chassis and a superb engine."



STORIES FROM OUR WEIRD WORLD AND THINGS THAT FLOAT OUR BOAT

# PLANET

## TOPGEAR



## Change of guard

AFTER HEADING LAMBORGHINI'S OPERATIONS IN INDIA, PAVAN SHETTY HAS NOW TAKEN THE REINS AT PORSCHE

p018



**SRIRAM NARAYANAN**

Has a thing or four to say about banning diesels

p019



**SHREENAND SADHALE**

Spends a day reminiscing about car spottings



p020

**OPTIONS LIST**

A pedal car, a portable coffee maker and more



p021

**WATCHES**

Some devastatingly expensive timepieces, here



# McQUEEN DRIVES PORSCHE

12 HOURS OF  
SEBRING 1970  
Prototype winner  
and 2nd overall  
on Porsche 908  
HOUVILLE RACE 1970  
Overall winner  
on Porsche 908  
PHOENIX RACE 1970  
Overall winner  
on Porsche 908





# PAVAN DRIVES PORSCHE INDIA

From heading a brand as unrestrained as Lamborghini, **Pavan Shetty** is now leading the charge for the maker of the 911. *TG* has a chat

Photography: **Parag Parelkar**

## As the new Brand Director of Porsche India, what's on the agenda for you?

There are already a lot of strengths for Porsche in India, a lot of good things have already happened. When we internally measure customer satisfaction, we see India ranks third or fourth in the Middle East region. And the satisfaction indexes show we're going in the right direction. I see a lot of potential in Tier-II cities. If you look at cities like Bhubaneshwar, Surat, Ludhiana, Kolhapur, Pune, there is very good potential. This is something I want to explore. Also, dealer profitability is something I want to get into.

## So dealer network is top of the list?

Network is definitely in the top three.

## And the other two being...

Customer experience and dealer profitability.

## What's it like for you to come from a brand like Lamborghini to Porsche?

I think it is a change of mindset. At Lamborghini, the involvement was quite high. Even at a customer level, I'd be communicating a lot more. Here, there is some process that comes in. The scale definitely changes, there are model lines, more dealers, the volumes are higher, the functions more intense and elaborate. The work that went into Lambo was of a different nature.

## What's your take on the Lamborghini Urus?

I think it's an SUV that will be a very niche car, it should be a very exciting product.

## Do you think an SUV is a natural progression for a brand like Lamborghini?

I think it's always good to have a new product line. It helps everybody, it makes for a good brand extension, I think it's a well thought-out product.

## Just like the Cayenne was for Porsche?

I think the philosophy of both the brands is very different. Porsche makes everyday cars. So the Cayenne fit in with that. Lamborghini, I'm sure will see to it the Urus fits into the brand.

## How important is the diesel range for Porsche?

In bigger cars, diesel is the preferred powertrain. Mainly in India. It comes from the culture. With the shrinking gap in petrol and diesel prices, preferences may change.

## How does the Delhi diesel ban affect Porsche?

NCR constitutes 30 per cent of the market for luxury cars. While diesel is a decent contributor, sportscars are preferred by customers in the north. There has been a loss, but at the same time there has been movement to the petrols (the Cayenne GTS has seen a good uptake). Some might have delayed their purchase, but the good thing is they still want to buy a Porsche. They haven't chosen something else, which for me is a strong signal of what the customer thinks of Porsche.

## Do you like to drive? What is your daily driver?

I love driving. Usually my driver sits next to me on long drives. I just take him along as backup, since after five to six hours I tend to get tired. I drive a Cayenne diesel.

## Which Porsche would you pick if you had the choice to drive off in one?

It's a simple answer: close your eyes, and pick up any key, because all of them deliver the same experience.

## What if you cheated by opening your eyes just a little?

I really, really like the Macan Turbo. That's what I'd pick.

## Head of Lamborghini, and now Porsche... are you the most popular uncle in your family?

I'm not that old! *(laughs)*



# Sriram Narayanan



THEY SAY THERE IS NO REPLACEMENT FOR DISPLACEMENT.  
BUT IN INDIA, IT SEEMS THERE IS NO BIGGER EVIL THAN DISPLACEMENT

ON THINGS THAT MOVE, AND THINGS THAT MOVE HIM

I do not understand 'isms'. I am not an 'ist'. At least, I don't think I am one. And there is no one ideal 'ism' of an ideology or an 'ist' of a human to run a nation or an economy. Sure, we are a secular, democratic republic. But are we really? Would there have been a beef ban or would your housing society be interested in your religion or marital status before renting you a house in their premises? Being a millennial, I have only witnessed economically-liberalised India. But even in 2016, I can feel the strong remnants of a socialist India. And the last bastion I expected any socialism from is the Indian judiciary.

Take the Supreme Court ruling banning the sale of new 2,000cc and above diesel cars in Delhi. "The rich can do without expensive diesels," said the court. I couldn't help but marvel at the socialism behind this ruling. Of course, there's nothing wrong with socialism. It's ideal that everybody has the same standard of living. But really, what does the money lying in your bank account have anything to do with the quality of the air around?

Change, they say, is the only constant. Bullsh\*t. Because back in 2007, I was making a case in a newspaper report on why it's pointless to ban diesel cars. Now in 2016, I'm doing the same thing again. This is worse than throwing things on a wall to see what sticks. This is throwing things on a wall, realising nothing sticks, and then throwing the same things again. On the same wall. Apart from the

socialism, the problem with this ruling is it doesn't solve the pollution issue.

Owing to the noose of poverty around this ruling's neck, commercial vehicles that pollute will continue to be sold because they transport goods and services to the common man. Fair enough. But what the Supreme Court has essentially done is allowed polluting vehicles to continue plying and pushed 2,000cc and above diesels – some of which comply with stringent Euro 6 norms – off streets. Instead of discarding older polluting vehicles, this order stops newer, more efficient, less polluting vehicles from taking to Delhi's roads.

**"It's as if 2,000cc is some magic figure that will improve the quality of air and life"**

Our government has always had an affinity towards strange numbers, the sub-4m rule, 1,200cc petrol and 1,500cc diesel cars being a case in point. It has always behaved like the big kid that arbitrarily changes rules in the middle of a game. This ruling has 2,000cc as some magic figure that will improve the quality of air and life. Why is it so difficult to simply ban vehicles that pollute more and encourage the sale of vehicles that pollute less? And in this mega game of engine displacement, has anyone checked the quality of diesel – and petrol – that comes out of our refineries? Even in heavily congested Tokyo you can drive an open-top car without the smell of fumes assaulting your nostrils. You can't do that at even a hill station in India, because the minute an old truck passes by is when the smell of the roses vanishes.

The honourable Court also thinks the few rich people who own or plan to buy 2.0-litre diesels can do without a car, or afford petrol. The court is right. They can. But this order also affects what is India's longest-running, most popular, and favourite workman's car: the Mahindra Boloro. It's a car – forget the rich – even the middle-class will not touch with a stick. This is the bread and butter car of the milkmen,

the transporters, the cabs, the farmers and any man or woman whose daily income involves a lot of sweat and getting around difficult terrain in a car that can keep taking a beating.

I do feel like taking a Maserati Ghibli with a 3.0-litre V6 diesel and burning some rubber. But this column is all I have...

[sriram@topgearindia.net](mailto:sriram@topgearindia.net)





# Shreenand Sadhale

OUR COLUMNIST PONDERES ON THE TIMES  
WHEN FANTASY NUDGED ITS WAY INTO REAL LIFE



FULL TIME PILOT, PART-TIME MOTORING JOURNALIST. SOME GUYS HAVE IT ALL...

**L**anding a 'heavy' on Narita's super short secondary runway can be a challenge on even the most glorious summer days, so trust me when I tell you I had just earned my month's pay check on a blustery winter morning. The thing about working on the pointy end of a long-haul aeroplane is the most challenging bit at work always comes at the end of a long day. Throw in some gusty crosswinds and a well-soaked runway and your heartbeat could keep pace with a sprint runner's, even ten minutes after those high-bypass GEs have stopped turning.

Anyway, the adrenaline was still flowing thick and fast as I patiently waited at the arrival pick-up for the crew transport when a spacecraft-ish outline entered my peripheral vision and I had one of those strange depth-of-field changes when, lo-and-behold, a Lamborghini Diablo snapped into focus. Talk about a 'fast' airport transfer! Just the improbability of seeing this purple wedge in a sea of black breadbox Toyota Crowns made me smile and I was overcome by a tremendous sense of rejuvenation. As the mighty V12 burbled past, I knew this moment was headed straight into that part of the brain that collects memories for a long time to come.

Like the time when I was riding back from college on a wet rush-hour evening. Traffic was keeping pace with the snails and though my RX135 (yup, the one with the five-speed gearbox) was as slippery as water through the gaps, progress was slow. And then it happened. With the same lack of warning that precedes most of these memorable events, I came upon a big 'whale tail' spoiler laced with the words 'Turbo.' A 993 in midnight blue. Now bear in mind this was the mid-Nineties and Porsche was still a decade away from entering the general

vocabulary. Heck, even I had only ever seen one in magazines... But just hanging behind it for a while and feeding off this tremendous halo that those sinuous wheel arches seemed to radiate, made me a happy soul.

Or this other time when I was walking down a row of nondescript shops in downtown Osaka when suddenly I looked through the glass pane of a car showroom and went into a series of convulsions and started gasping for air. Not wanting to arouse curiosity and concern in passersby I feigned a cough and steadied myself before settling down to take it all in. For in front of me was a (and you better sit down for this) Ferrari F40, a Ferrari F50, a Jaguar XJ220 and a McLaren F1. It was as if I had finally managed to

**"The joy in that moment was in being the observer"**



break into that virtual NFS II showroom.

But it's not as if the beauty of moments like these is limited to supercars alone. It was a delightful summer day in Rome. I was sauntering around the centre when a red Moto Guzzi V11 rolled past with the man riding it dressed in a suit and a tie, a half-face lid and sunglasses. Every detail of that picture seemed to contradict each other and yet against the backdrop of the Colosseum, I remember taking a mental shot of that image and assigning it to whatever 'Italian Cool' meant.

As cities go, Amsterdam, to me, is the ultimate blend of eccentricity, modernism and style. Much like the vert iris green Citroen DS21 I spotted outside one of the city's roadside cafes. If cities had official cars, this would be the perfect pair. Just like a white crisp Mercedes W123 I recollect seeing at a taxi-stand in Johannesburg.

Strange as it may seem, singular moments like these are like hearing your favourite song on the radio. They snap you out of whatever state of mind you may be in and lift you to an almost utopian plane. Like seeing a scarlet Ferrari

Testarossa patiently awaiting its owner in a London city car park, or a Jaguar E-Type doing the same in the snazzy Singapore central business district, or an Alfa 159 against the backdrop of the Opera House at Sydney Harbour, or a Ford GT cruising along Times Square... images that instantly stamp themselves on my cerebral cortex and put my soul to rest.

What I find truly fascinating about these instances, though, is in that moment I don't remember having any urge to own or even drive these vehicles. The joy in that moment is in being the observer and just pausing to smell the roses, as it were. This is what they must call art.

**The views expressed in this column are solely those of the author.**



Unfortunately  
Not for  
Adults

OUR CHOICE OF THIS MONTH'S TOP-SPEC STUFF

# OPTIONS LIST

## DEFENDER PEDAL CAR

It was widely believed that the Defender would retire last year, after six decades of national service. But it turns out it's not quite ready to hang up its wellies and will remain on sale in the form of the pedal car. You get an aluminium body, an individual chassis number, a personalised plate, spring suspension and working brakes. Inside is an authentically styled dashboard, a horn, leather and a central driving position – a throwback to the original prototype from 1947. The only compromise is that – in order to fit inside – you'll have to be a child of around seven years old. And, due to it being a pedal car, you'll have to provide your own momentum. Which means emissions depend on how many fish fingers you had for lunch.

landrover.com



## LUMOS BIKE HELMET

Until someone finds a way to implant brake lights and indicators into the back of a human head, this helmet will have to do. The turn signals are activated by wireless handlebar buttons; the brake lights are triggered by a built-in accelerometer. [lumoshelmet.co](http://lumoshelmet.co)



## MINIPRESSO

When you're on the road and kilometres from anywhere, it can be hard to find a good espresso. This portable coffee maker solves that, so long as you have a stove to whip up some boiling water. A few squeezes later, you'll have a 116psi shot of goodness. [thefowndry.com](http://thefowndry.com)



## EXPLORIDE

This two-in-one HUD/dashcam's repertoire includes tyre pressure and telemetry displays (accessed via an OBD II port), music streaming, texts and social media feeds, all projected onto its translucent screen and managed by gesture control. [exploride.com](http://exploride.com)



# TG Watch Report

*The pick of this month's watches*

## GREUBEL FORSEY QUADRUPLE TOURBILLON

➤ This GF costs some 6.5 crore rupees. But why? Well, only five units will ever be made. It has four tourbillons – most luxury watches, of the tourbillon kind, have only one – and that means unparalleled accuracy. Its movement, which has about 530 components, took over five years to make, and the 43.5mm case is asymmetrical so that it can accommodate the movement without actually having to be larger in size. The dial, which

displays hours, minutes and secs, also incorporates a power display that informs the user when the watch needs to be re-wound. There are three sapphire crystals, and the bezel is hand-punched, a process, which also includes engraving in bas-relief, that takes over five days. Only six of these watches will ever be made, and that probably explains, apart from all of the above, that ginormous price tag. [greubelforsey.com](http://greubelforsey.com)



**IWC BIG PILOT 55 & 48**

➤ IWC's Big Pilot watches are iconic, and the brand will soon unveil its latest iteration. If you don't want the 55, there's always the 48mm. Powered by the IWC Caliber 59215, the 48 features a titanium case and also has a date display. [iwc.com](http://iwc.com)



**SEVENFRIDAY V3-01**

➤ SevenFriday's watches have been inspired by movement and mechanicals, and the V3-01 carries forward the tradition. Note the modern-dashboard cues on the dial; and the brushed steel elements found on pedals and gear shifters. [sevenfriday.com](http://sevenfriday.com)



**TSOVET JPT-PW36**

➤ Tsovet's USP is clean, uncluttered style. The JPT-PW36 is an example. The 36mm timepiece, with a Miyota movement, harks back to an age when men didn't wear monstrosities on their wrists. We love the raised inner-ring and the hand-stitched leather strap. [tsovet.com](http://tsovet.com)





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# DRIVES

THE CARS THAT MATTER, DRIVEN, TESTED AND RATED THE TOPGEAR WAY



DRIVE OF THE MONTH

## GLE 450 AMG COUPE

What's tall, has four doors, is an AMG-ed car but doesn't make 500bhp+? **TURN OVER**



p030

### VW BEETLE

All-new clothes, all-new bones for cutesy VW



p034

### TRIUMPH STREET TWIN

New Bonnie: bigger motor, lesser power, more fun



p036

### CB HORNET 160R

A Unicorn 160 that's dressed to kill the Gixxer



p040

### FLYING SPUR W12

What time is it in Dubai? It's W12 time!





# Merc GLE 450 AMG Coupe

Merc makes an X6-baiter and hands it over to the boys at AMG for a helping of zing BY AGASTI KAULGI

PHOTOGRAPHY: RAJEEV GAIKWAD

**T**he BMW X6 is an SUV like no other. We aren't even sure if it's an SUV in the first place. For that matter, we don't think even the folks at BMW are really sure. The folks from Munich like to call it a 'Sports Activity Coupe' or some such. Now, Merc has done an X6. They call it the Mercedes-Benz GLE 450 AMG Coupe. Once you've got your head around that long name, you realise there's an uncanny similarity in the body style of this and the X6. A very high, flat hood and a deep, sloping rear. And barely any headroom for the rear

passengers, just like in the X6. But on the brighter side, what you get when you pick this is an unmistakable shape and loads of presence.

Despite having 'AMG' in its name, this doesn't get the full-blown 5.5-litre V8, or even the 4.0-litre V8 that goes into the C63 or the AMG GT. Instead, it has a smaller 3.0-litre V6 under its hood. It's good for 364bhp and 520Nm of spin. Enough to propel this 2.2-tonne four-door coupe to 100kph from standstill in 5.8 seconds, and onwards to a top whack of 250kph.

The boys at AMG have tuned the engine to make it sporty, responsive

## SNAPSHOT

### IN DETAIL



**Dial for modes:**  
Dynamic Select lets you have your pick



**No, you can't off-road in it just because it says 4Matic**



**Life's good for the V6, for it sings even when it's at work**

and a really nice-sounding V6. They've also fixed a sports exhaust system that lets out loud crackles on every overrun of the engine – once you shift to Sport+ mode, that is.

The V6 is mated to a new nine-speed auto 'box, this from the house of Mercedes and not AMG. The nine ratios give it ample flexibility, keeping the engine at exactly the right revs almost all the time. Shifts, too, come at the right time even if you're in a hurry to hit the top whack. It's fairly easy on the pocket to run, too (of course, by performance car standards) – 7.3kpl in the city and 7.7kpl out on the highway, that too while having a bit of fun.

The X6 has, in a way, disappointed us with the way it rides. It's a tad too stiff to handle Indian roads and potholes, with the ride getting steadily choppier as you speed up. Luckily, the GLE Coupe is a fair bit better than the X6. Yes, it is stiffer than the regular GLE, but not as unforgiving as the X6. You need to deal with really sharp potholes with a bit of ease, but it absorbs the rest of them without too much fuss.



## SPECS

2996cc, V6, turbo-petrol, 364bhp, 520Nm, 9A, AWD City: 7.3kpl Highway: 7.7kpl 2280kg ₹ 86.4 lakh (ex-Mumbai)  
0-100kph: 5.8s, 30-50kph: 1.3s, 50-70kph: 1.6s, 80-0kph: 25.1m, 2.2s, top speed: 250kph





Mercedes' Sports Activity Coupe looks the business

It goes without saying the GLE Coupe likes to keep its distance from slushy and rocky bits. The all-wheel drive is here to give it better control on the road rather than pull it out of mucky areas. But, if at all you lose your way and happen to get into a place where no tarmac exists, there's a button to increase the ground clearance to help save the underbelly.

The GLE AMG Coupe handles very nicely. There's no lack of grip, thanks to the 4MATIC system, which distributes torque to the wheel that needs it the most. With inputs from AMG, Merc has designed one of the best steering systems we've seen in a long time – it's sharp, accurate and like a precision tool of sorts. No vagueness of any kind, perfectly weighed and bang-on for the job at hand. It does have a bit of body roll courtesy the high centre of gravity and 2.2-tonne weight, but the adaptive suspension keeps it under check.

The Coupe's cabin is more or less like the regular GLE's but there are a few touches to remind you AMG has been doing its thing. The seats at the



## VERDICT

**Sportier and quicker than the regular GLE, new body style adds zest to the styling, robs it of a bit of practicality**

**7/10**

front are nicely bolstered, comfortable on long drives, though the lack of headroom in the rear... but you already know that.

The dial that lets you shift from Comfort to Sport and Sport+ modes sits right on the centre console, which makes it perfect for the driver to access all the controls without having to fiddle around.

The point of you going in for the GLE Coupe and not the regular GLE is the added flamboyance the new body style brings to the package. The GLE Coupe breaks away from the cliché of bulky SUVs and offers road presence and exclusivity in truckloads though you



lose out on headroom for your rear passengers. It doesn't offer the full-fledged AMG experience but the AMG-tuned V6 does bring plenty of fervour to the party.

At a price, of course. The GLE 450 AMG Coupe retails at ₹86.4 lakh vis-a-vis the GLE 350d's ₹69.5 lakh ex-showroom, Mumbai price tag. In the end, a 2.2-tonne thing that sounds nice, goes fast and looks the part, all under a crore, isn't a bad deal at all.



## THE RIVAL

### BMW X6

Slightly bigger in size, high on road presence but not as nice to drive







# Storme 4x4 Varicor 400

When the going gets tough, the more powerful Safari gets going **BY ABHINAV MISHRA**

**S**

ince the introduction of the Safari Storme in 2012, Tata has given it a bunch of cosmetic and performance upgrades. The Safari

Storme Varicor 400 is the latest update. The Varicor 400 stays largely unchanged from the less powerful variant. The hood scoop, LED daytime running headlamps and bonnet visor you see here – new optionals – add to the visual appeal.

On the inside, too, things remain largely similar to the 2015 model. We would've liked it if Tata provided a 2-DIN touchscreen infotainment system and a rear parking camera.

The big changes are under the hood where the four-cylinder, 2.2-litre Varicor motor now makes more power: 154bhp compared to the standard Storme's



**Hood scoop not part of standard equipment**



**No changes on the inside for the V400**

## VERDICT

The extra gear and more torque add to overall driveability.

**6/10**

148bhp. And, at 400Nm, torque, too, is up by 80 units. A welcome addition is the six-speed manual 'box, which, depending on the terrain, can send power to the rear wheels or to all four wheels.

Working the six-speed transmission, we noticed it feels a lot more refined than the five-speed manual. The throw into the first and second gears initially felt a bit long, but you get used to it as the kilometres go by. The variable geometry turbo does a good job of providing those extra newtons, but there's lag evident below the 2,000rpm mark.

This motor has a rather short power band, forcing you to work the gearbox often. On the highway, the Safari feels more at home. It has always been a mile-muncher, and this one feels better in every way. Keep it at 100kph in sixth gear

and the engine hums peacefully at 2,000rpm. The steering weighs up nicely and the overall driving experience is pretty relaxing.

With all that mass and height, the Storme does exhibit significant body roll and doesn't like to be pushed around corners. Off-road is where the SUV truly shines. The high ground clearance coupled with the four-wheel-drive system make you feel invincible when you're in the driver's seat. It goes over most surfaces with confidence.

The Safari Varicor 400 costs ₹14.91 lakh (ex-showroom, Mumbai), which is only a little over ₹17,000 more than the 320Nm version. According to us, it's worth the outlay, because the extra power comes in pretty handy, especially if you tour regularly.



## SPECS

2179cc, 4cyl turbo diesel, 154bhp, 400Nm, 6M, 4WD City: 9kpl, Highway: 12.5kpl ₹14.91 lakh (ex-Mumbai)  
0-100kph: 12.8s, 30-50kph (3rd): 3.8s, 30-50kph (4th): 5.7s, 50-70kph (5th): 6.4s, 80-0kph: 28.5m, 2.6s



# XUV 500 AT

All-new auto 'box makes life in the big Mahindra easy **GIRISH KARKERA**

**C**onvenience. That seems to be the only thing we're all looking for in our lives now. For example, groceries are delivered to your doorstep. You can pay your utility bills using a smartphone while attending a boring office presentation. You can even send a simple emoticon instead of typing out a whole sentence. So, obviously, Mahindra equipping its flagship SUV, the XUV 500, with an automatic gearbox just makes sense.

This is an all-new unit, mind you. A six-speed torque converter, just like in the Scorpio but not the same. It is a newer-generation unit, made by a different gearbox manufacturer (Aisin), and comes with a switch mounted on the side of the gear lever which you can use to shift gears manually. It's a bit weirdly placed, but the option is there in case you



## VERDICT

Transmission option makes Mahindra's flagship SUV more complete

7/10

feel the need to exercise your thumb. What we've driven is the front-wheel drive version. There is also an all-wheel drive option offered with this auto gearbox for an additional ₹1 lakh.

There isn't much of a difference between the manual and automatic versions of the XUV, save for the start/stop ignition switch missing from the automatic. The XUV 500 AT needs to be brought to life through the conventional turning of an ignition key.

Under the hood is Mahindra's 'top-of-the-line' mHawk 140 diesel engine. Similar to the Scorpio AT's, this has – as the name suggests – 140bhp on tap. It's a robust unit that starts noisily but settles into a hum as you build speed. The only noise you hear inside the cabin is a distant gearbox whine (something



we did not encounter in our test Scorpio AT) and wind noise once you attain three-digit speeds.

The pick-up isn't too far from the manual's. It can hit 100kph from standstill in just over 12 seconds. In-gear acceleration is also quick for this two-tonne-plus piece of machinery. On-road behaviour remains the same as in the manual; the ride is great and it feels quite poised at highway speeds. It gets disc brakes all around. The brake feel isn't great but it does manage to stop in an acceptable range (see specs box) without making a mess of things.

Mahindra is offering the AT in two trims – W8 and W10 (pictured here). The three major things missing in the W8 trim are a sunroof, reversing camera and electronic adjustment for the driver's seat. These cut ₹80,000 off the price.

The XUV 500 got a mid-life facelift not very long ago. This included new static-bending projector headlamps, a rather cluttered dual-tone dashboard and new 17-inch alloys. Design aside, you can't ignore the XUV: it's a full-sized SUV with seven seats, space, comfort and the ability to smother road imperfections. And with a suitable auto 'box in the equation, hustling the XUV 500 around is effortless and convenient.



## SPECS

2179cc, 4cyl, diesel, 140bhp, 330Nm, 6A, FWD City: 10.2kpl, Highway: 12.1kpl ₹ 16.2 lakh (ex-Mumbai)  
0-100kph: 12.3s, 30-50kph: 2.2s, 50-70kph: 3.2s, 80kph-0: 28.7m in 2.8s





# Mercedes-Benz A 200 d

Design and tech upgrades up the hatchback's appeal BY CHRISTOPHER CHAVES

M

ercedes-Benz India has just put out the last of its 15 (new products) in 2015 strategy with the launch of the A-Class facelift. Some from that number have been outrageous performance machines, while some, like the more docile A-Class here, have been on the receiving end of cosmetic updates and upgrades to already existing models. So what's new with this one? Let's get right to it.

In 2012, the A-Class' stunning new design sent the conventional look of Mercs straight out the window. Thankfully, the company hasn't tinkered much with the overall design for the car's mid-life refresh. The nose looks edgier thanks to the redesigned bumper, which is now less rounded and more angled, and makes the grille stand out. As an aside, the single-louvre diamond-cut grille will now be standard across models.



Cornering hard? The bucket seats have your back... literally



Apple CarPlay and a bigger multimedia display are on offer, now

## VERDICT

More features and a chic new colour make the A-Class an improved proposition

8/10

The bi-xenon headlamps have been given a dose of LED DRLs, while the tail lamps have a jazzed-up design. And, continuing with the new nomenclature Merc is using, the clunkier CDI on the A 200 has been replaced by the simpler 'd'.

The same pair of engines have been carried over from the older A to this model. The car we're reviewing here is the diesel, and we can confirm the 2.2-litre engine is smooth and quite refined. It's a matter of 8.7 seconds before the analogue needle on the tachometer breaches the 100kph mark from nought.

Both petrol and diesel engines are mated to a seven-speed dual-clutch auto 'box, which sends power to the front wheels. This gearbox is a tad hesitant while switching cogs and we wish it was just a bit quicker to react to throttle inputs. Also different with this car is the suspension, which has lifted a bit thanks

to the higher profile treads, to offer an enhanced ride over the rough stuff. This has affected the sharp steering that the A-Class was known to have, but it's not really a bad thing – it just makes things slightly more blunt in the handling department than before.

You still have the option of setting the vehicle's engine response and steering feel to 'Comfort' or 'Sport'. Additionally, there's an Eco button, which engages the mild fuel-saving start-stop function.

Interior additions include a larger multimedia display (optional), Apple Car Play and the Collision Prevention Assist which now equips the A-Class with the capability of autonomous partial braking in an emergency.

Overall, the car may not be as precise to drive as before, but all the new features make for a much better, smoother ride.



## SPECS

2143cc, 134bhp, 300Nm, 7A 0-100kph: 8.7s; 80-0: 25.4m, 2.5s ₹ 25.95 lakh (ex-showroom, Mumbai)

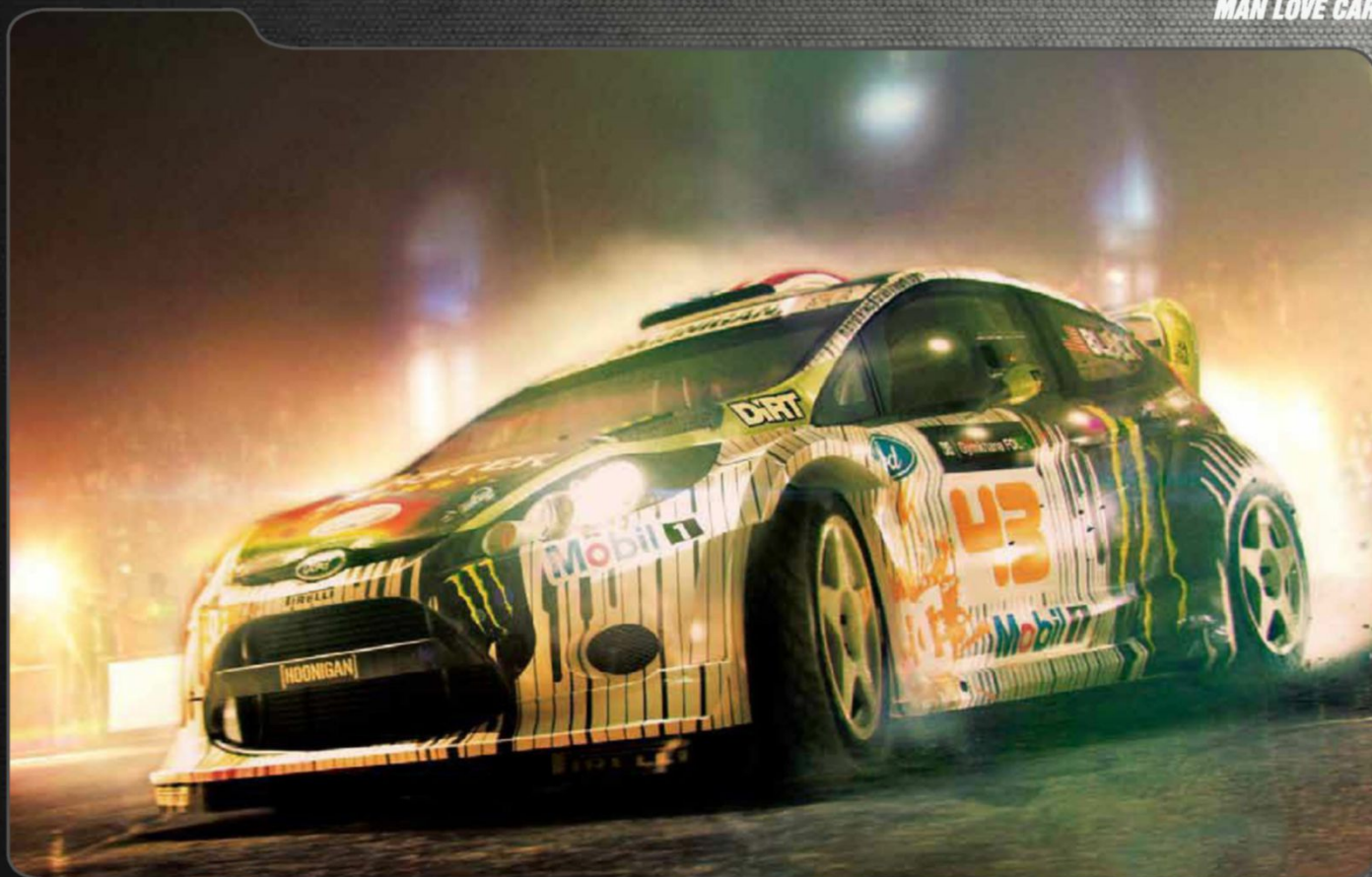




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# VW Beetle

The Bug is back in an all-new form BY AGASTI KAULGI

**C**an you imagine the Maruti 800 all grown up in size, on display at dealerships with a price tag of ₹20 lakh? No, right? It's supposed to be a cheap, utilitarian mode of transport that's easy to buy, cheap to run and could be fixed with the most basic toolkit. The Beetle was somewhat similar. *Was*.

After selling the Beetle as a halo model in India a few years ago, VW has brought along the all-new Beetle, at an all-new price: ₹38 lakh (on-road, Mumbai). It's no longer what Ferdinand Porsche would've imagined it to be

decades down the line.

This Beetle has been on sale in European markets since 2011. It took VW India almost four years to get it to our shores, but it's finally here. It's much bigger than the previous one, and, obviously, stays as cherubic as ever. But, it's not a lot more spacious. Only small adults or kids can occupy the rear seat.

VW has tried adding a bit of cheer to the cabin, but sadly, it's not even half as lively as the Mini's. As you'd expect, all controls are placed right where you'd want them to be, and you won't find fault with the fit and finish and quality

## SNAPSHOT

### IN DETAIL



Compact steering wheel fairly communicative



Touchscreen with Bluetooth is... like it is in any other car



DRLs to remind you that it's a 21st century Bug



of materials used.

The Beetle that comes to India has a 1.4-litre TSI engine under its hood. Yes, under its hood and not under its boot lid, like the original had. The same engine also powers the Jetta in the same tune, but there, it's paired with a manual gearbox. It's a brilliant piece of kit, this engine, and it has ample poke.

It's mated to a seven-speed dual-clutcher, which masks the turbo lag and responds quickly to your demands. But, if you compare it to the DSGs that come mated to VW's diesel blocks, this one takes a little longer to shift. But, if you're not a keen driver, you'll get along just fine.

With that combination, the Beetle reaches 100kph in 9.4 seconds. We

PHOTOGRAPHY: PARAG PARELKHAR



## SPECS

1395cc, 4cyl, turbo petrol, 148bhp, 250Nm, 7A, FWD City: 8.8kpl, Highway: 13.7kpl ₹ 38 lakh (on-road, Mumbai)  
0-100kph: 9.4s, 30-50kph: 1.9s, 50-70kph: 1.9s, 80-0kph: 24.1m, 2.2s, Top speed: 200kph





Do you still think the 911 was inspired by this?

reckon it could do much better had the traction control system been a bit more lenient, and if there was an option to disable the system. Given this engine has a small engine capacity, it returns healthy economy figures – it does 8.8kpl in the city and 13.7kpl on the highway.

Okay, so the Beetle isn't as fun to drive as its rival-in-chief, the Mini Cooper. The Mini is always tugging at the leash. The Bug is not that eager. It'll build speed, but not as briskly. It goes around fast bends, but with a hint of

## VERDICT

Looks cute, drives well but isn't a great deal of fun

7/10

reluctance. It doesn't offer an involving drive. The steering offers good feedback, but is a bit too light for a spirited drive.

The Beetle feels like any other big VW or a small Audi in the way it handles. There's nothing spectacular about the dynamics. Having said that, don't mistake it to be a slouch. It's just that it's not as interesting to drive as you'd want it to be.

On the brighter side, the suspension is nice to your back, and won't break it



like the Mini's would. You may find it a tad firm, but there's nothing to complain about. It's easy to drive, and very rarely will you have to worry about bottoming out on a speed breaker.

The Beetle, with the ₹38 lakh price tag, is not here to set sales charts on fire, but it's here to brighten up Volkswagen dealerships. After all these years, who would have thought the Beetle would someday be the company's flagship model in a certain market? It's a strange world...

## THE RIVAL

### MINI COOPER

As much of an icon, and far better to drive. Noticeably quicker, too, and has a better interior







# Mahindra KUV100

M&M's smallest utility vehicle is born BY CHRISTOPHER CHAVES

PHOTOGRAPHY: PARAG PARELKAR

**T**he latest to join the ranks of the XUV500 and TUV300 in the alphanumeric brigade of Mahindras is the KUV100. It's one 'kool' and 'compact' car, says the company. And though we don't find kool cool, it's hard not to overlook the car's design. It's a new car from the ground up – chassis, engine and everything else. The KUV100 looks bold and imposing by hatchback standards. It seems to have more meat on its bones compared to its

leaner, sportier-looking rivals – the Maruti Swift and the Hyundai Grand i10. There's a lot to take in up front – from the SUV-inspired contoured bonnet and dual-coloured bumper that gives the Mahindra a strong jawline, to the swept-back headlamps with tiny LED DRLs (available in the top two trims) and those claw marks either side of the Mahindra logo on the tiny grille. In profile, you'll notice the brow stretches into the front door. The Mahindra stands 1,655mm tall, and sits 170mm off the

## SNAPSHOT IN DETAIL



Reminds you of a certain Range Rover



Miniscule grille a refreshing change from gaping maws



Rear door handles not where you'd expect to find them

ground. The rear door handles are mounted next to the window à la the Chevrolet Beat. It's all tastefully done, the 14-inch wheels aside, which make the car look somewhat undernourished. There's even a sharp, eye-catching waistline that flows to the back of the car and ends above the tail-lamps. The lower half of the KUV gets plastic cladding which will help keep dings and scratches at bay.

Inside, you're treated to a well-appointed, spacious cabin with ample storage space and comfortable accommodation for five occupants. All-round visibility is good, and the cabin is quite airy with a sizeable window area. The high dashboard incorporates an instrument cluster which looks like a downsized version of the TUV300's – with an analogue tacho and speedo readouts on either side of the digital screen which displays gear position, engine temperature and fuel level.

There are seven variants on offer with both engines: K2, K2+, K4, K4+, K6, K6+ and the K8. The variants with the + suffix come with airbags, while ABS will be standard across the range. The model we



## SPECS

Diesel: 1198cc, 3cyl, 77bhp, 190Nm, 5M; 
 Petrol: 1198cc, 3cyl, 82bhp, 115Nm, 5M 
 Fuel tank: 35 litres  
 LxWxH (mm): 3675x1715x1655; 
 Ground clearance: 170mm; 
 Boot: 243 litres 
 ₹ 6.76 lakh (K8 D75, ex-Pune)





Neatly finished interior big on space. Note dash mounted gear stick



A downsized version of the TUV300's instrument cluster



drove was the top-end K8, which gets the whole bag of tricks. This includes DRLs, alloys, fog lamps, puddle lamps on all doors, an infotainment system, mood lighting, exterior chrome touches, remote keyless entry, steering-mounted audio controls and micro-hybrid start-stop tech. The top-end diesel KUV100 – the K8 – also gets an Eco mode, which dulls throttle response to boost efficiency.

Space is the name of the game, here. The KUV is 1,715mm wide (with the ORVMS folded) to meet regulations for vehicles that can accommodate six occupants in two rows. The five-seat and six-seat versions are sold as separate models with both getting a floating gear lever (like on the Maruti Ritz). The five-seater gets two individual seats up front that come with moderate bolstering, while the six-seater gets a flat bench, where the backrest for the middle passenger folds to double up as an armrest and the bench seat, once folded up, gives you access to storage space underneath it.



## VERDICT

Competitively priced, bold-looking UV is spacious and well-equipped

7/10

Legroom at the back is great thanks to the flat floor, but we noted there was some cladding around the C-pillar that deprives rear passengers of shoulder room. There's just about enough space in the boot for a couple of large bags. However, the boot lip isn't flat, which might make loading and unloading goods a bit of a task.

The KUV100 is built on an all-new monocoque chassis, and marks the debut of the new family of 1,198cc, three-cylinder mFalcon petrol (G80) and diesel

(D75) engines, both of which are mated to a new five-speed manual gearbox. The petrol lacks punch, and being a three-pot, sounds gruff. The diesel, on the other hand, sounds and feels more refined and has a good amount of pulling power from low down in the band – 1,750 to 2,300 revs – but fades out at the top. We hit 100kph at 2,600 revs on the tachometer. Throws of the five-speeder are short and slick. If you fancy yourself a KUV, you'll definitely want to go with the diesel. Cabin insulation could have been a bit better, though.

With the petrol range starting at ₹4.42 lakh and the diesel range at ₹5.22 lakh (both prices ex-showroom, Pune) the KUV100 is up against the likes of the Maruti Swift and the Hyundai Grand i10. Aesthetically, the KUV brings something new to the segment. It also has (nearly) more seating space than its rivals, which is never a bad thing.







# Triumph Street Twin

We head to Spain to ride the new, most affordable Bonnie BY CHRISTOPHER CHAVES

PHOTOGRAPHY: MANUFACTURER

**W**hen you think entry-level motorcycles, you naturally assume something bare-bones – minimal in terms of features. Essentially, that's what the 2015 Bonneville was, in more ways than one. Yes, it offered a silky-smooth ride and had outstanding road presence, but when it came down to techy features, it lacked stuff like ABS, traction control and a much-called-for meaty exhaust note.

But for an entry-level bike, there was really nothing much one could complain about – after all, it was the fairly decently priced entry-level Triumph. Now, with the 2016 bike, the

company has bettered its previous efforts a bit. Scratch that, by a mile.

In silhouette, the Street Twin bears much resemblance to the older Bonneville, but on closer inspection, plenty has changed. To start with, there's the nameplate that's all new – from the regular old 'Bonneville,' it's now the 'Street Twin'. And then there's the motorcycle itself.

The Street Twin is powered by a brand new blacked-out, liquid-cooled, 900cc parallel-twin motor that wears a tiny Bonneville badge. Then there's the reworked suspension setup, new head and tail-lamp design... even the monopod instrument readout is, you guessed it, new – dominated by an analogue speedo, with a digital readout that lets you cycle through two tripmeters, odometer, DTE, average fuel consumption and clock and traction control settings.

In terms of power figures, the older 865cc Bonnie produced around 67bhp and 68Nm, while the 2016 bike delivers 54bhp at a more accessible 5,900rpm and 80Nm at 3,230 revs, which means peak power is more accessible, making this new model more adept at tackling

urban rides. The clutch is nice and light, thereby reducing the stress felt on tiresome city rides.

The ride-by-wire throttle power delivery is as smooth and linear as it gets, while torque is sufficient at low revs and is spread very nicely through the rev range. Riding through the twisty hills of southern Spain, we found the all-new chassis to complement cruising.

Although it's no precise corner-carver, the Street took to long, sweeping bends with utmost ease. Its stock Pirellis, coupled with the ABS, work very well to provide a good amount of grip on dry and rough surfaces, while the 310mm disc up

## SNAPSHOT

### IN DETAIL



Fins and header clamps trace their roots to the original



You'll be leaning forward a bit more on this one



310mm disc up front helps keep things tidy



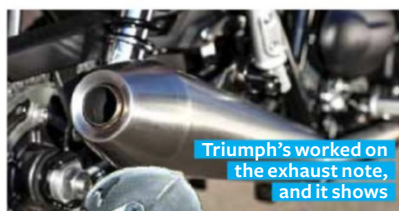
## SPECS

900cc, parallel-twin, liquid-cooled, 54bhp, 80Nm, 5M 198kg 12 litre ₹ 8 lakh (estimated, on-road)

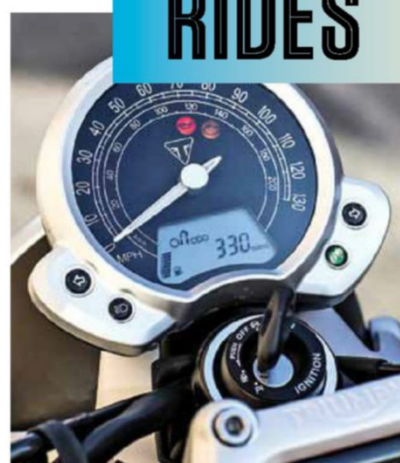




The twins have grown up: motor bigger in size, but down on power



Triumph's worked on the exhaust note, and it shows



Not a precision tool, but is good fun around corners

front and the 255mm disc at the rear offer a progressive and confidence-inspiring bite.

Proportions-wise, the Street Twin is smaller and sits slightly lower than before, and it's also got a smaller, 12-litre tank, but the company claims that since the new bike weighs in 11kg lighter than the 209kg predecessor, the new Street is capable of clocking the same amount of kilometres as the older Bonnie on a tankful.

The new bike's weight has moved a bit more forward now, altering the riding triangle – so you're seated propped forward, while the pegs have been moved back a bit. And one of the outstanding points of the new bike has to be the lively exhaust note, something that was missing from the older model. The company says there's a lot of work that's gone into making the Street sound like 'a British twin', and it sure shows.

Overall, the ride and handling have been improved and even the looks have been upped a notch. We really liked the finned head and header clamps that add that classy retro look, as well as the great-looking aluminium-finished

## VERDICT

Looks great,  
rides well.  
Raises the  
bar for  
biggish  
streetbikes.

8/10

single throttle body cover. A Triumph-branded bulb cap in the headlamp unit looks classy while the ringed tail-lamp illumination comes across as a nifty detail.

If it's exclusivity you seek, Triumph has a list of 150 accessories that include body work, detailing, exhaust and luggage options – and they're all homologated so as to not mess with the bike's warranty. If you're not up to looking through that list, Triumph has three preset 'Inspiration' kits you can choose from.



The fit and finish of this motorcycle is simply top drawer. Mind you, it's an entry-level model. And if the entry-level model is this impressive, we simply can't wait to see what the bigger Bonneville will be like to ride.

The Street Twin will be launched at the upcoming Delhi Auto Expo, in February, so you'll have to wait until then for a final price. However, the UK price for the Street Twin is £7,300 in the standard black paint, while the Bonnie T120/Black is priced at £9,600. Now you do the math.

## THE RIVAL KAWASAKI Z800

The benchmark in the 800cc segment, at a mouth-watering price. Looks ace, too.







# Honda CB Hornet 160R

The sportier Unicorn 160 is Honda's latest crack at making a premium 150cc mobike BY DEVESH SHOBHA

S

cooter segment? Grade A. Entry-level commuter segment? Grade A. Executive commuter segment? A. 150cc

segment? A. Premium 150cc segment? Well, er, not so fast on that one. This is Honda Motorcycle & Scooter India's report card in a nutshell. A report card that clearly states the Big H has got what it takes to dominate the commuter segment, but the moment you add the word 'premium' to the equation, a deafening silence envelopes the room.

It's not like Honda hasn't tried; the CB Dazzler and the CB Trigger were its replies to its other Japanese rivals. But both bikes failed to rise to the occasion.

Honda, however, isn't ready to put its weapons down just yet. It's gone back to the drawing board and created a handsome hunk (no reference to the Hero, here), called the CB Hornet 160R, a nameplate shared with one of Honda's most iconic international motorcycle lines.

So, what's different this time around? Well, for a change, it looks stunning. In fact, to our eyes, the CB Hornet 160R is one of the best-looking motorcycles in its class. With no traces of its predecessors or the Unicorn 160 in its design, it's well-proportioned, has a refreshing appearance, and for once, Honda's designers haven't held themselves back. We aren't fans of the fake carbon fibre-styled plastics used on the tank and in a few other places, but the aggressive stance, edgy styling, muscular tank, stubby exhaust and a stylish X-shaped tail-lamp add to the Hornet's X-factor.

It's not just the styling: Honda has altered the ergonomics, too, by introducing rear-set foot pegs, a flatter handlebar and a relatively sportier riding position, which helps separate the Hornet from its commuter-oriented twin. You'll find a lot of parts being

## SNAPSHOT

### IN DETAIL



**X-shaped tail-lamp**  
one of the more  
stylish we've seen



**Large petal disc**  
brakes at both ends  
are quite effective



**Stubby exhaust**  
looks sporty. Sounds  
good, too

shared with the Unicorn, like the digital instrument cluster, which is a good thing, but what's not so good is the simple switchgear you'd find on a commuter, and a missing engine-kill switch that just feels out of place on a premium motorcycle.

Powering the Hornet is the Unicorn 160's 162.7cc air-cooled motor, but here, it churns out slightly more power: 15.6bhp and 14.76Nm of torque, which is 1bhp more than the Unicorn. This segment-first BSIV HET motor is mated to an industry-standard five-speed gearbox and if you've ridden a Unicorn before, you'll know the engine-gearbox combination is the best you can get. However, here, the 'box feels a bit notchy, especially while using the first two gears as it occasionally makes a thudding sound when shifting. Things, however, get smoother as you climb up the cogs.

The engine, which is one of the smoothest and most refined 160cc motors around, needs you to dial in a lot of revs to extract the most out of it. The motor feels best while spinning between 4,000-7,000rpm, post which, surprisingly, things start feeling a bit strained and vibrations creep in.



**Fat rear tyre**  
offers good grip  
on all surfaces

## SPECS

162.7cc, 1cyl, 15.66bhp, 14.76Nm, 5M Fuel tank: 12 litres 140kg ₹ 84,400 (ex-showroom, Delhi)



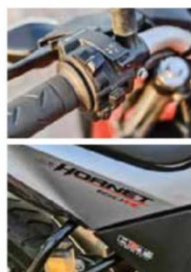


Smooth, refined 160cc unit needs to be revved hard to extract performance



Feels composed and offers an absorbent ride at all speeds

That's not to suggest the Hornet isn't impressive on the highway. We rode it from the lazy town of Palolem, in Goa, to the bustling city of Mumbai, riding 600-odd kilometres on a mix of winding roads, busy city streets, wide open national highways and badly maintained state highways. And, at the end of it all, the Hornet scored high on many counts. For instance, acceleration for a 160cc motorcycle is impressive, and executing overtaking manoeuvres is quite easy. You do feel an extra cog would've made things a bit relaxed beyond 80kph, but even then, with the current configuration, cruising at



#### VERDICT

With most things sorted on its latest street naked, it looks like it's third time lucky for Honda.

7/10



105kph is quite manageable. Plus, the new petal discs at both ends, Honda's Combi Brake System, and the 140mm-wide rear tyre do instill confidence in you when you're pushing it to the limit.

Just like the Unicorn, the Hornet, too, doesn't shy away from winding roads. The light and easy handling characteristics of the Honda make directional changes a breeze with the 160R sticking to its line and staying composed around corners. Also, when you're stuck in traffic, snaking out of tight spots is something the Hornet will do happily, as well as ambling around town. It's only when you have to make a quick pass that you need to drop a gear, get the revs closer to 4,000rpm and the job will be done.

What we didn't like about the Hornet, however, are its headlight and the single-piece seat. Post sundown, the low beam, with its short throw, just doesn't light up the road well enough, and you constantly have to toggle between high and low beams – something that hampers your progress at night. And then there's the seat. It's

#### THE RIVAL

#### SUZUKI GIXXER

The perfect balance of performance, comfort and sportiness. A true all-rounder.



just fine for shorter rides, but once you are on it for more than an hour, the thin, firm seat will make your backside go numb. It's a good thing the Hornet isn't stiffly sprung, which blesses it with a pliant ride. But, in our opinion, going long distances on the 160R is something that may require some extra cushioning.

Nonetheless, that doesn't change the fact that the Hornet is an impressive motorcycle and Honda's best attempt at a premium 150cc offering yet. It looks the part, has the performance to match its styling, handles well and it returned a fine 38kpl even despite being ridden hard, which isn't too bad. Priced at ₹84,400 (ex-showroom, Delhi) for the top-of-the-line CBS equipped variant, the CB Hornet 160R is on par with its closest rival, the Suzuki Gixxer, and it seems the gap dividing the Japanese rivals is tinier than ever before.





# Ford Endeavour 3.2

There's a new brawler on the street. Watch your back, Toyota BY ABHINAV MISHRA

PHOTOGRAPHY: RAJEEV GAIKWAD

**T**he previous-generation Ford Endeavour had been dead in the water ever since the Toyota Fortuner came into the picture. The years have rolled on, and no one has gotten even close to breaking Toyota's stranglehold. That may change with the arrival of this: the all-new Endeavour.

This one is nearly 4.9 metres in length, and over 1.8 metres in height and width. It's not just its sheer size that makes this SUV attractive. It's one handsome-looking brute. This one's got

curves (in all the right places) and a whole lot of chrome to keep the bling factor high.

Like the outside, the inside, too, has seen drastic changes. For starters, the cabin is luxurious, with brown leather covering the upper half of the dual-tone dash. There's a touchscreen infotainment system with 10 speakers to keep occupants entertained.

While the large touchscreen helps declutter the centre console, the driver gets two digital screens on each side of the analogue speedometer that can

## SNAPSHOT

### IN DETAIL



Reminds you of Land Rover's Terrain Response System



Not the greatest engine-gearbox combination



SYNC2 works a charm, but the screen isn't too responsive

be navigated using the steering mounted controls.

And the list doesn't end there. There's a panoramic sunroof, electrically foldable third row seats and tailgate, and semi-automatic park assist. The last bit of kit is for when you're feeling too lazy to park yourself.

The front seats are almost grandpa's armchair-like, but the rear seats aren't quite as nice. They don't feel plush and aren't as well-cushioned as you'd like them to be.

Under that large bonnet dwells a 3,198cc five-cylinder diesel motor that makes 198bhp and 470Nm of torque. That's enough muscle to ensure this two-and-a-half tonne monster moves swiftly. It's quite refined, too. Ford has even thrown in noise cancellation tech to keep engine clatter at bay.

The six-speed auto 'box is the fly in the ointment. In regular 'Drive' mode, it takes its time to select a gear that favours economical driving, while 'Sport' mode quickens shifts a tad, but not by much. There's a 'Manual' mode, too, and lag is most perceptible in this



It'll chug along sweetly doing triple-digit speeds all day

## SPECS

3198cc, in-line 5-cylinder turbo diesel, 198bhp, 470Nm, 6A, 4WD 
 City: 7.69kpl, Highway: 9.62kpl  
 0-100kph: 11.2s, 30-50kph: 1.9s, 50-70kph: 2.7s, 80-0kph: 27m, 2.4s 
 ₹ 30 lakh (est., on-road, Mumbai)





Smartly done-up interior is possibly the nicest in its class

## VERDICT

Imposing, luxurious and loaded, but let down by the dated auto 'box.

7/10



Rev counter makes way for off-road gauges when needed

mode, especially when you want to quickly switch to a lower gear. Thankfully, the engine makes a great deal of power, which somewhat compensates for the lag.

The usual low-range ratios, hill descent control, and lockable rear differential are all there to get the Endeavour out of sticky situations. There's also a Terrain Management System at hand for when you have to handle snow, mud, sand and rock.

On the move, the Endeavour feels civilised. The ride is cossetting and soaks up bumps with ease. With a ground clearance of 225mm, it's hard to bottom out on- or off-road. The commanding driving position gives a clear view of the road ahead and helps even while moving into tight spaces. Helping matters is the speed-sensitive electronic power steering that stays

light at low speeds.

The Endeavour is pretty comfortable to drive in the city. On the highway, it can clock speeds in excess of 170kph with ease, which is quite impressive. At triple-digit speeds, though, the ride turns choppy, which is unsettling. The four-wheel-drive system enables the SUV to hold its line even while taking fast corners. Adding that extra bit of confidence are the superb brakes.

The new Endeavour is a quantum leap compared to the car it replaces. It has the presence most SUV buyers covet, is stylish and feels like it's built to survive. Prices hadn't been revealed at the time of going to press, but given the tech the Endeavour comes with, it could be ₹3 to 4 lakh more expensive than the older model, which will place the top-of-the-line Titanium 4x4 variant around the ₹30 lakh mark (on-road).



# Endeavour 2.2

For the not-so-power-hungry customer

## SPECS

2198cc, 4cyl turbo diesel, 158bhp, 385Nm, 6A, RWD  
City: 8.4kpl, Highway: 10.5kpl 0-100kph: 13.6s  
₹ 27 lakh (estimated, on-road, Mumbai)

T

he 3.2 is aimed at people who like brisk SUVs. For those who can do without the added power, Ford also has a 2.2-litre Endy. This Endeavour has a four-pot oil-burner under that long hood, unlike the five-cylinder 3.2.

The smaller diesel engine churns out 158bhp and 385Nm of spin. For an SUV that's almost that size of a pick-up truck and weighs in excess of two tonnes, 158 horses may not sound like much. But, if you aren't aiming for a podium finish at the end of a traffic-light-to-traffic-light drag race or a land speed record, that sort of power is pretty good.

Despite all the soundproofing, a bit of diesel clatter seeps into the cabin. But, having said that, vibrations are something that won't bother you too much. All of the torque is available from quite low in the rev range, and it gets better as you cross the 2,000rpm mark, and stays that way till the needle reaches 4,000 revs.

The problem with this one, too, is the six-speed auto 'box. It takes too long to give you the right cog, doesn't do things quickly when you want it to, and thinking it's going to downshift to give you some engine braking is expecting a bit too much from it. It takes away the fun from the drive. Also, there's no 4WD, sunroof or park assist on the 2.2.

With a drop of 1,000cc, there's not much of a difference in the fuel efficiency figures. It'll give you 8.4km to a litre in the city and 10.5km out on the highway. We expect the Endy 2.2 to be a good ₹3 lakh cheaper than the 3.2, which should be a pretty good deal if you can live with slightly less power.



## VERDICT 6/10

Offers adequate power, misses out on 4WD





# Bentley Flying Spur W12

Bentley's answer to the Quattroporte and the S63 is strongly worded BY AGASTI KAULGI

Y

ou don't rank Bentley at the top of the list when it comes to sportscars – it's better known for making uber-luxurious limos. But

what if it did offer a sports-sedan that rivals the likes of the Maserati Quattroporte or the Mercedes-AMG S63? It would be interesting, wouldn't it?

To find out how a luxury carmaker does sporty cars, we flew to Dubai where there was a Flying Spur waiting for us to be driven hard. Not a regular Flying Spur, but the one with a massive 6.0-litre 12-pot motor powering it.

Now, Bentley doesn't quite believe in having a 'V' layout for its 12-cylinder engines. It goes beyond that and makes engines with 12 pots in them in the layout of a W. Two V6s fused together? Smaller version of the W16 from the Bugatti? Whatever you may want to call it, it's a riot, this.

So under the hood of the most powerful Flying Spur sits this massive engine assisted by two turbos to pump in enough air into the 12 cylinders to keep them breathing. All that displacement and artificial induction creates a massive amount of power – 616bhp and 800Nm. That's more power than any of the Mulsannes

## SNAPSHOT

### IN DETAIL



**Gigantic, powerful and a riot at high revs**



**Light at low speeds, talkative when you up the pace**



**Reclining thrones turn into massage chairs on demand**

generate. Power that is enough to propel this two-and-a-half-tonne four-door sedan to 100kph in a mere 4.6 seconds. Those sort of numbers are enough to challenge most other sportscars that work hard on weight reduction with carbon fibre this and titanium that.

The FS W12 also sounds very different, unlike any other big-engined car you've heard before. Nice different, we mean. It's got more bass and sounds a bit more mature compared to its V8-powered rivals. And Bentleys are not supposed to make your hair stand on end with their noise. But the FS W12 simply forgets all about maintaining decorum once the needle crosses the 4,000rpm mark.

The gigantic engine is mated to an eight-speed transmission that sends

power to the road via the rear wheels. Nope, no AWD here. It's smart and part docile and part wild, and knows which trait to put out at what time. When you're leisurely cruising on a highway, it'll climb up the ratios quickly and boost economy, but when you put your right foot down, hard, it'll whip the engine and pile up revs insanely quick.

Let's face it, a lot of weight and brilliant cornering skills never go hand in hand. That's the case with this Flying Spur, too. You can feel the body roll at the sight of a fast bend, but if you're adamant about taking it brisk, it firms up the dampers quickly and does what it's asked to do just right. It may not have the poise of the Maserati, but it can certainly put a smile on your face. The steering feels more direct than that of any other Bentley out there and







Not much has changed in here, and that's a good thing



inspires confidence with the way it weighs up.

The sports bit sorted out from the sports-sedan, the Flying Spur is also quite a thing if you want to sit back and have someone drive you instead. It feels far younger than the Mulsanne, the flagship Bentley, and it feels as if it's been designed keeping in mind a young lad who's made it big. It's a strict four-seater, the FS, but the four that'll be seated in it will be really comfortable. All four have their own climate control and all four seats are massaging seats.

The rears recline a bit, and while the space may not be as much as an S offers, it's more than enough to keep you happy. The ride is supple, even in the sportiest setting of the suspension.

Now this, the MY2016 Flying Spur,

## VERDICT

**Fast, nimble and comfortable. It sounds great – when you want it to.**

**8/10**

doesn't get too many changes from the FS from last year. It doesn't need them. It feels classy and well appointed. The design is very Bentley, with the twin headlamps and long snout, and relatively flat sides. Inside, too, with the Breitling piece taking centre stage on the dash, and push/pull knobs for the air-vents, it sticks to the Bentley heritage, yet being modern in all the ways possible.



The Flying Spur W12 is blistering fast, pretty agile for its weight, comfortable and a near-perfect sports-sedan for everyday use. Obviously, if you want that sort of mix in a car, it ain't going to come cheap. While Merc charges you ₹2.53 crore for the S63, the Bentley Flying Spur W12 is ₹3.4 crore (both prices, ex-India, without optional extras). It may not be as sprightly as the Quattroporte, but it manages to give you the perfect combination of agility, power and luxury. It's a good option to set the tarmac on fire between those two meetings, isn't it?

## THE RIVAL MASERATI QUATTROPORTE

A more spirited drive, looks and feels far sportier. Isn't as stately and luxurious



## SPECS

5998cc, W12, twin-turbo petrol, 616bhp, 800Nm, 8A, RWD 0-100kph: 4.6s\*, top speed: 320kph\* ₹ 3.4 crore (ex-India)

\*claimed



# TO A

# T



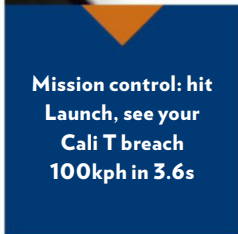
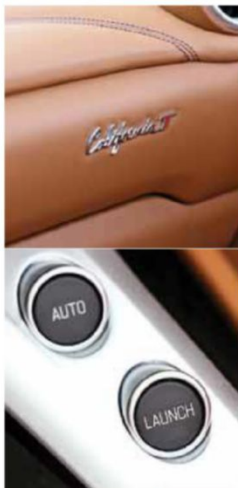


Ferrari's return to turbocharging after 27 long years had to be with a special car. And, a special car it is, but probably not the one you'd expected...

WORDS: AGASTI KAULGI  
PHOTOGRAPHY: VIKRAM GAWDE







**Mission control: hit Launch, see your Cali T breach 100kph in 3.6s**

**“W**

e don't like the turbo,” said a senior engineer from Maranello to a journalist at a press conference speaking about the future of Ferrari and sportscars in general. After giving the world an icon in the form of the F40, Ferrari gave up the idea of forced induction and went back to naturally-aspirated engines for its entire range. Ferrari has produced blown marvels like the F40 and the 288 GTO, but that was in the past. All its modern-day offerings breathed naturally.

You'd think Ferrari isn't bothered about the figure prefixed to the kpl or CO<sub>2</sub> figures, and you'd be somewhat correct. The world, though, has moved on, and so must Ferrari. The senior engineer, still on about the turbo, added, “It's the right way to reduce emissions, without sacrificing performance.”

Stringent emission norms in Europe have forced most carmakers to drop CO<sub>2</sub> figures and go green. But, a Ferrari buyer won't smile if his car has to be softened or tamed in a bid to keep the Arctic from melting away. A Ferrari buyer seeks sheer speed and outrageous acceleration. So, this here is the



**Lights will guide you home: LEDs light up when it's time to shift**





# “THE 3.9-LITRE V8 ROARS IN A WAY THAT’LL MAKE YOUR HAIR STAND ON END”



California T: a new-generation Ferrari with a pair of blowers bolted on to its 3.9-litre V8.

The earlier California had a 4.3-litre V8 that put out 453 horses. This, the California T, makes 552 purebreds. And, along with that, it develops 755Nm of pulling power that’s sent to the rear wheels. It’s the torquiest V8 ever made at Maranello. I know what you’re thinking, so I’ll say no, it doesn’t sound tame. It doesn’t mewl, instead, it lets out a properly angry roar that’ll make your hair stand on end, especially when you butt into the redline. No buttons, no trick exhaust flaps: an unfettered V8 soundtrack is what you get.

The gearbox, too, is sharp and almost telepathic in the way that it knows just what you want at any given time. It has been derived from Formula 1, and has two clutches that keep the next gear ready to go as soon as you as much as think about shifting up. And, it



downshifts when your foot comes close to the brake pedal, which helps shed speed rapidly.

All that turbocharging and F1 tech in the gearbox is not just to gussy up the brochure. 0-100kph takes 3.6 seconds, 200 comes up in 11.2 and it tops out at 310kph. Still think it has been mellowed? Wait till you switch to Sport mode and hit the Launch button on the centre console. That should change your opinion for good.

The last-gen California was a bit boring to look at. This one isn’t. When you drop the metal roof, it does make passers-by smile. It may not be the ultimate design exercise from Pininfarina, but it does have the Italian flair you’d want it to have.

The cabin brims with flamboyance, with the steering wheel standing out. All the controls you need are integrated into the wheel itself. The engine start button, the turn indicators, a switch to turn it from an ►







**It's one thing to own a Ferrari, quite another to own one with a retractable roof**

everyday user-friendly sports car to a complete hooligan, a button to soften up the ride to adapt to bumpy roads, it's all there. You won't have to do much apart from moving your thumb and fingers a few inches to do things. Oh yes, it also has a string of LEDs on top of the steering which light up when you're nearing redline. Very racecar-like, this.

Ferrari calls this drop-top grand tourer a 2+2. It's

more like 2+half+half. Nothing more than a loaf of bread or a pug would be happy taking a back seat ride in this. Nothing more than a backpack will fit into the trunk with the spare in there.

The California really comes into character with the ease of driving it offers. It's easy to get used to it and do the grocery and school runs in it. The steering is light and city traffic and tight spaces won't scare you. And, the ride is good, too. Good enough to handle Indian roads and keep your spine intact. That's an achievement for Ferrari, with the Cali T being a drop-top and all that. The general assumption of drop-tops being extremely stiff just goes out of the window when you spend some time in the California.

Ferrari has nailed the Cali T's weight distribution. The California is at the top of the food chain among front-engine convertibles for one good reason – the way it changes direction. It's sharp and it obeys your inputs and executes the task with finesse. There's no understeer, only a bit of oversteer before the on-board computer sorts you out. It lets you enter a corner hot, have some fun on the way and exit it with grace.



“THE CALIFORNIA T IS PROOF FERRARI NEVER TRULY LET GO OF THE TURBO”



This Ferrari, though the cheapest in the range, is still pretty darn expensive. ₹3.4 crore (ex-showroom, Mumbai) is what you'll have to shell out for this turbocharged 'baby' Ferrari. But, nothing on wheels, at that price point, will provide the sort of experience this does. There's the switch-operated foldable hardtop, a new V8, truckloads of power and torque, and, to top it off, a tailor-made combination of good ride and sharp handling.

Ferrari took the bold step of going back to turbocharging. And, if you ask me, it was a wise decision. Now with turbocharging technology at a new level of sophistication and with engineers finally cracking the code to give you linear power delivery with a reduction in turbo lag, it definitely is the way to go. This 3.9-litre V8 is proof Ferrari never truly let go of the turbocharger. An extensive drive, or even a drag race would be enough to shut up pundits who say turbos kill the fun factor and that Ferrari will never be the same again. True, it won't be the same. It will be faster and even more outrageous. **76**



9/10

## FERRARI CALIFORNIA T

**ENGINE:** 3850cc, V8, twin-turbo, petrol  
**POWER:** 552bhp at 7500rpm  
**TORQUE:** 755Nm at 4750rpm  
**TRANSMISSION:** 7A, dual-clutch, RWD  
**WEIGHT:** 1730kg

**0-100KPH:** 3.6 seconds (claimed)  
**TOP SPEED:** 310kph  
**PRICE:** ₹3.4 crore  
 (ex-showroom, Mumbai)

**PROS:** Engine, ride, everyday useability  
**CONS:** Back seat, design not quite as bold as we'd like  
**BOTTOMLINE:** Turbocharging has added more excitement to the drive. The drop-top experience doesn't affect the handling (which is sharp).





# WHAT GOES FOR BLIND DATES, GOES FOR CARS: SNOOP ONLINE FIRST, MEET OFFLINE LATER.

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# Sparkles & confetti

The year gone by provided plenty of thrills, thunder and tyre-smoke. Now, we gather the machines that truly captivated us and drive them all over again... for the sake of science and knowledge



LUXURY SUV  
VOLVO XC90  
OF THE YEAR

# The monk in the Volvo

Shut out the world. You're not part of the rat race





WORDS: **SRIRAM NARAYANAN** PHOTOGRAPHY: **HIMANSHU PANDYA**

**Y**ou know the three Khans, right? There are certain things with them that are a given. Aamir Khan takes up social causes and comments on society. Salman Khan gets into trouble in real life and is often called Prem in reel life. Shah Rukh Khan

simply stretches his arms out and the movie makes ₹100 crore. What? No, Kamaal Khan is not among the big Khans. So anyway, these things that are a given with the Khans also make them boring. In the same way safety is a given with Volvos, which makes them boring. What's even more boring are auto ➤







journalists like this one, beginning all Volvo reviews with an ode to its safety tech.

So, is the all-new XC90 safe? Is Earth part of the solar system? Well, that sorts it. Is that why it wins the Luxury SUV of the Year? Er, no. In fact, I don't know even know how safe it is. I haven't driven too many Volvos. The only memory from the couple of Volvos I have driven are of things lighting up. No. I did not end up in a ball of flame. But just routine Volvo things. Blind-spot warning light, collision warning light, lane-departure warning light, hoarding-covering-traffic-light light. And in India, where there's always someone within your car's blind spot, where lanes or lane-markings don't exist, where you are always just a few inches away from a collision and where hoardings cover up all important road-signs and signals... what? Oh, apparently Volvos do not have traffic-signal-behind-hoarding warnings. Perhaps this came out of a wish list buried somewhere deep inside my consciousness.

Nevertheless, this kind of overzealousness with safety is commendable, considering driving on Indian roads is like driving through the

‘THE ENTIRE  
DEMEANOUR  
OF THIS CAR  
IS ONE THAT  
SUCKS OUT  
ALL UNHOLY,  
ADVENTUROUS  
THOUGHTS’

middle of a war zone. But you could do without continually being reminded of it with constantly-lit warning lights. Surprisingly, the new XC90 has none of this. It simply lets you drive.

The entire demeanour of this car is one that sucks out all unholy, adventurous thoughts and turns you into that cat on the sofa that has just had a filling, content meal.



#### VOLVO XC90

**ENGINE:** 1969cc, diesel  
**POWER:** 225bhp, 470Nm  
**TRANSMISSION:**  
225bhp, 470Nm  
**KERB WEIGHT:** 2130kg  
**FUEL TANK:** 71 litres  
**TOP SPEED:** 220kph  
**PRICE:** ₹1.02 crore  
(Inscription, on-road,  
Mumbai)







Becalming interior  
whisks you away to  
the land of zen



This, in our book, is luxury. The luxury of not having to be part of the rat race. The luxury of taking things easy. The luxury of being blissful. The luxury of being at peace with yourself. In an era where – forget cars – even sunglasses and cellphone cases have Sport stuck all over them, the XC90 makes it extremely apparent that it will not touch that dirty five-letter word even with its own oily dipstick.

Which does not translate into it behaving like a sumo wrestler in a quicksand pit when you ask the XC90 to go faster. This Swede has superb straight-line abilities. Around corners, there is some roll and tyre-screaming. But the only time the purveyors of luxury are likely to hear the tyres of their car screeching is when their chauffeur is scurrying them away from assassins.

The XC90 might make for an ungainly sight when it does that. But for the rest of the time, this Volvo is as evolved in the way

it goes about its business as a monk who has no ego to feed, no aspirations to meet, no wealth to create and no fame to chase. Being in such a state of being is nothing but luxury. People who want to make a point in people's rear view mirrors will love the Audi Q7. People who want to make a point at five-star hotels will want the Merc GL. The traffic-light racers will be scurrying about in their BMW X5s and Porsche Cayennes. And behind them all will be the XC90 – calm, serene, peaceful. The rest might have buried it beneath their tyre smoke, but with the composure, refinement and the utter ease with which the Volvo goes about its business, you can almost hear it whisper under its breath... "Kids." Oh, and did I mention it has seven seats and a spare tyre?

The fact that the XC90 is a high quality, ultra-refined, unpretentious machine makes you want to simply get in and shut out the world. Isn't that a luxurious position to be in? **7/10**







QUICKEST CAR

PORSCHE 911  
TURBO S

OF THE YEAR



# Usain who?

Step aside, Mr Bolt - the mind-numbingly fast 911 Turbo S has you licked

WORDS: **AGASTI KAULGI** PHOTOGRAPHY: **HIMANSHU PANDYA**

**T**he Ferrari Enzo and the Lamborghini Diablo – two legendary supercars – had massive V12s powering them. They could set the tarmac ablaze like no other cars of their time could. The Enzo hit 100kph in 3.5 seconds, and the Diablo cracked it in 4.5 seconds. Times have changed, though, and

anything that takes more than four seconds to hit 100kph isn't quick enough to be called a supercar. In the last one year, we've tested SUVs weighing over two tonnes which hit triple digits in a little over four seconds.

For the 8<sup>th</sup> TopGear Awards, we crafted a special category for the car quickest to touch 100kph on our test cycle. In Indian





conditions, with Indian fuel and *TG*'s Road Test Editor behind the wheel to authenticate the manufacturer's claimed 0-100kph time. If we were to list the ten quickest-accelerating cars tested in 2015, you'd see how closely matched the rest of the cars were – just a tenth of a second separates the runners-up.

The Porsche 911 Turbo S is different. Nothing came close to it when we tallied our test figures. For starters, the 911, in Turbo S form, is powered by a rather modest six-pot powerhouse that lies flat, just behind the cabin. It churns out a V8-embarrassing 552 horses, all of them at the disposal of your right foot, as are the 700 Newtons (750 on 'overboost'). It's simply magical how the Porsche turns these numbers into speed, propelling you towards the horizon at the sort of velocity you'd otherwise experience only in a machine powered by a jet engine. No drama, no smoke, no wheelspin and tortured rubber: just pure, unadulterated speed.

The reason for such clean acceleration is the way the power is transferred to the wheels – through a seven-speed PDK transmission and the all-wheel drive system. There's never a time you'd think any of the wheels are being overwhelmed with torque. Porsche doesn't believe in making full-bore launches dramatic. Most performance cars today have a sophisticated launch control system. But nothing works quite like the Porsche's. Some systems need engine oil temperature, the moon and your blood pressure to align if you need them to work. Here, though, even a rookie can crack a ton in the claimed time. All you need to do to achieve the magical 3.2 second figure is switch to Sport mode, press the brake and throttle together and leave the rest to the cutting-edge Launch Control system.

The 911 Turbo S isn't just a drag-race champ: there's far more to it than that. It handles bends with more poise and grace than almost all other cars that exist today. The

**'THE PORSCHE  
911 TURBO S  
WAS THE  
FASTEST OF  
OVER 150  
CARS TO HAVE  
BEEN TESTED  
IN 2015'**

brilliantly-tuned suspension, the rear-wheel steering, the perfect weight distribution all come together to get you around that fast bend faster than you thought you could.

If you were to compare the 911 with its rivals – the Jaguar F-Type R and the AMG GT S – it'll lose the fight on the drama front, but in every other way, it'll run rings around them. It's the most precise performance car ever made.

A 3.2 second 0-100kph figure depends on more than just the car's horsepower rating. It's the way the power is channelled to the road and transformed into speed with the help of electronics. The gearbox, the powertrain, the computers and the sensors all play a vital role in getting you off the line as fast as possible. And, of course, the man behind the wheel needs to orchestrate the performance like a conductor.

Being the fastest of over 150 cars to have been tested in 2015 certainly warrants a Stig trophy – the 911 Turbo S is hereby declared *TG*'s Quickest Car of the Year. Take a bow, Porsche. **TG**



#### **PORSCHE 911 TURBO S**

**ENGINE:** 3800cc, flat-six, bi-turbo petrol  
**POWER:** 552bhp at 6500-6750rpm  
**TORQUE:** 700Nm at 2100-4250rpm (750Nm on Overboost)  
**TRANSMISSION:** 7A, AWD  
**0-100KPH:** 3.2 seconds  
**30-50KPH:** 0.85 seconds  
**50-70KPH:** 1.21 seconds  
**80-0KPH:** 23.5 metres, 2.32 seconds  
**FUEL EFFICIENCY:** 4.8kpl (overall)  
**TOP SPEED:** 318kph



# The Nexa big thing

With its new premium hatch, Maruti has finally hit the sweet spot

HATCHBACK

MARUTI SUZUKI  
BALENO

OF THE YEAR



WORDS: DEVESH SHOBHA PHOTOGRAPHY: NITIN ROSE

W

hen the new Baleno was launched a few months back, it seemed like Maruti Suzuki had taken a big gamble. Firstly, with its name. You don't really bring back a failed nameplate from the dead, do you? But Maruti set out to change the answer to that. It was a bold move, and it clicked. Secondly, with its design. It isn't flamboyant or futuristic in any

way, and does come across as a conservative take on a premium hatchback.

But it seems like premium hatch buyers don't give two hoots about the nameplate making a comeback. And, while we thought the Baleno looked a bit plain-Jane in the company of its rivals – the flashy Hyundai i20 and the edgy Honda Jazz – car buyers liked what they saw.

After spending a few days with the youngest Nexa offering, even we had a change of heart. It all began with its styling. The more you look at the Baleno's simple, unfussy design, the more it grows on you. The bug-toothed grille, the LED DRLs, the plump face and the compact rear end, it all looks refreshing, and the car should age well.

When viewed in profile, the Baleno looks





bigger than its rivals, which is also evident from the moment you step into the cabin. There's no shortage of space for a family of four (and their dog) and weekend outings aren't a matter of concern. Plus, there are enough features in this Suzuki to keep its occupants happy.

As always, Maruti has equipped its product with engines that are the best in the business – the spirited 1.2-litre petrol and India's staple diesel motor, the 1.3 DDiS. As expected, Maruti engineers have found a recipe to extract maximum performance from both units, and they're both likeable. In addition, the Baleno seems to have been hard at work at the gym. It is almost 100kg lighter than the Swift, which has also helped improve performance and fuel efficiency.

The list of positives doesn't end there. Maruti has blessed the Baleno with



**‘THE MORE  
YOU LOOK AT  
ITS SIMPLE, UN-  
FUSSY DESIGN,  
THE MORE IT  
GROWS  
ON YOU’**

the right amount of sportiness without compromising on ride comfort, which makes it an irresistible package. Be it in urban traffic or on open highways, the Baleno is well equipped to handle any situation. In fact, ride, handling and driveability are areas where the Suzuki continues to score high, and helps the Baleno fare better than its rivals launched in the same period.

As an overall package, the Maruti Baleno ticks all the right boxes. The looks grow on you, cabin space is impressive and so is the fit and finish. It comes loaded with features, offers good levels of comfort and is mechanically sound, too. With the right balance of ride and handling, space and comfort, and practicality to boot, the Baleno makes itself worthy of the Stig trophy. **TG**



LUXURY CAR

MERC-AMG  
S63 COUPE

OF THE YEAR

# Luxury coup



What? You thought it would be  
a run-of-the-mill luxe limo?

WORDS: **AGASTI KAULGI** PHOTOGRAPHY: **DEVESH SHOBHA**



**MERC-AMG  
S63 COUPE****ENGINE:** 546lcc, V8,

bi-turbo, petrol

**POWER:** 580bhp**TORQUE:** 900Nm**TRANSMISSION:** 7A, RWD**0-100KPH:** 4.2 seconds**TOP SPEED:** 250kph  
(limited)**PRICE:** ₹2.6 crore  
(ex-Delhi)

**W**e know what you're thinking... why is the S63 Coupe on this page, and not the Maybach? There are two reasons for that: firstly, this is TG, and if you thought we'd do things the 'right' way, we don't like you anymore. And secondly, for every car that takes home the trophy, the primary criterion is it needs to put a smile on your face when you get behind the wheel and show it some beans.

The S63 Coupe had two main competitors it fended off to get to this place – one from its own backyard, the Maybach, and the other from Italy, the Maserati Quattroporte. Both these cars have a lot going for them. The back seat of the Maybach is probably the best place to be in while on the move. But its weight and size don't exactly help it set the benchmark if you talk handling. The Maser, too, is long and heavy, though the Italians have ensured it loves corners. But get it face-to-face with the S63 Coupe, and it feels a bit too raw and twitchy.

The S63 Coupe has the same architecture as the S-Class, just the wheelbase has been shortened and two doors have been taken off. Which



**'THE S63 IS NOT JUST A NICE, FAST COUPE. IT ALSO LIVES UP TO THE S IN ITS NAME AND OOZES LUXURY'**

completely changes the dynamics of the car. Going by its name, you may think it is a car that's set up only for comfort and not handling, but the way the S63 Coupe handles will catch you off-guard: it's poles apart from the regular S-Class.

The S63 Coupe gets the Magic Body Control, something the Indian S-Class doesn't get. It makes it flatter through corners and ensures it maintains its composure better than any other luxury car. The 5.5-litre biturbo V8, in the S63 Coupe, too, is tuned to put out far more punch than it does in any other car. A total of 580 horses and 900Nm of twist. 900! That makes it crack a ton in a supercar-like 4.2 seconds.

Yet, the S63 Coupe is not just a nice, fast coupe. It justifies the S in its name and makes your drive as comfortable as it gets. The ride is brilliant, the seats are probably the best automotive seats ever made, and the cabin brims with creature comforts and oozes quality. It's the sort of car that will be completely at home on leisurely weekend drives as well as when it's time to give sportscars a serious run for their money.

It's different, it's fast, it's comfortable, it's luxurious and it drives brilliantly. You think anything else even stood a chance to be on this page? **TG**





DESIGN

BMW i8

OF THE YEAR



# Time travel



**The i8 looks like it has arrived a decade too soon. And no, NASA had nothing to do with it**

WORDS: AMAAN AHMED PHOTOGRAPHY: HIMANSHU PANDYA

**T**he first time I see the i8 in the flesh is when it arrives at our awards cover shoot. Now, this shoot took place at a helipad deep inside one of the most remote locations in Mumbai, and there weren't a lot of people around. And yet, when the i8 was taken off the flatbed it had arrived on and the covers were pulled back, not one pair of eyes looked anywhere but in the direction of this other-worldly creation. "What is that thing?"

The i8 has scissor doors. It doesn't need them. They're a nice touch, yes, but really, even if it had doors that swivelled open conventionally, it'd still be getting eyeballed incredibly hard.

It's not pretty in a traditional sense. Not beautiful, no. It wasn't designed by an Italian styling firm. What it was designed by, was science. You see, BMW really wanted to make a statement with the i brand: the flagship of its new sub-brand couldn't afford to look like a Prius. The i8 had to be fast and frugal, and had to turn heads for all the right reasons. And haven't they nailed it.

Yes, the designers have earned their pay cheque, but the wind tunnel can take equal credit for the way the i8 looks, for a superbly aerodynamic shape means the i8 is as resourceful with fuel as a hatchback.

It doesn't even matter.

Looking at it, you'd almost think the i8's

original design sketch was found by NASA on a newly-discovered planet, and somehow made its way to Bavaria. I'm not overstating things when I say the i8 looks like it doesn't belong here; like it has arrived too early. By about a decade, at least.

As we wrap up the shoot, the production crew heads in the BMW's direction. They all want to touch it, snap it, pose with it. There's a blood red RS6 right next to it. No one looks at it. There's a 911 Turbo S next to that. No takers. It's almost as if they're not there.

Good car designs result in laboured breathing. Game-changing ones? Those take your breath away.

Job well done, BMW.



# Top cat

Inside and out, the Camry Hybrid outclasses every other car of its ilk

WORDS: **CHRISTOPHER CHAVES** PHOTOGRAPHY: **RAJEEV GAIKWAD**

**L**ast year saw the introduction of many saloons, most of which focused on luxury, comfort and style. So why the Camry Hybrid, which has been around for a while now? It has taken just a tiny bit more than the exceptional hybrid technology to win us over.

First things first – the Hybrid Synergy Drive teams a 2.5-litre, 180bhp petrol engine and an electric motor, which means if you're not engaging full throttle, the engine simultaneously activates an electric motor that charges the battery. The battery also gets charged when you lift off or brake. The CVT is smooth, and you can get to triple digit speeds with ease.

All of which translates into better fuel efficiency and lower emissions. By better efficiency, we mean around 700-800 km on

a full tank, which is quite astonishing for a car this size.

It's imposing and classy. Take the DRL-equipped headlamps that fuse seamlessly with the grille, for instance. Or the elegant chrome garnish up front. Or the lines that flow and that slim bumper and the shapely rear. It has got oodles of road presence. Inside, too, the Camry Hybrid holds its own. Sink in, get comfortable.

The space is impressive and the rear seats recline enabling you to stretch out. It cossets you and isolates you from the noise outside even as it retains its composure on all kinds of surfaces allowing you to concentrate on the work at hand. And when you arrive, whether it's at a board meeting or a special occasion, it lets everyone know you've arrived.

EXECUTIVE SALOON

TOYOTA  
CAMRY HYBRID

OF THE YEAR



## TOYOTA CAMRY HYBRID

### PETROL ENGINE:

2494cc, 4cyl,  
158bhp, 213Nm

### ELECTRIC MOTOR:

141bhp, 270Nm, Hybrid  
system: 202bhp (overall)

### GEARBOX: E-CVT

### LXWXH:

4850x1825x1480mm

### WHEELBASE: 2775mm

### TURNING CIRCLE: 11m

### KERB WEIGHT: 1635kg

PRICE: ₹31.22 lakh  
(ex-showroom, Delhi)



**SUV**

HYUNDAI  
CRETA

**OF THE YEAR**



# Spot on

**The Creta is an automobile done right.  
Absolutely right**

WORDS: **SRIRAM NARAYANAN** PHOTOGRAPHY: **RAJEEV GAIKWAD**



**T**here are three things on television I can't stand. Bad auto shows, travel shows with bad hosts and reality food shows. Most annoying for me are the food shows. They have gone overboard turning all your pleasant memories of food – food prepared by your mother or grandmother – into a cut-throat, ruthless competition with dreary critics analysing

food to boredom. And with all the brouhaha over exotic, gourmet food, you can't help but think the most difficult dishes to make are the simpler ones – an omelette, a plain dosa, fish and chips, a cup of tea. If you mess these up, you can't cover them up with exotic embellishments. But if you get them right, there's nothing even a Michelin star chef can create that will make you feel better.





The Hyundai Creta is an omelette or a plain dosa or a cup of tea done right. Absolutely right. The Creta is not ridiculously expensive. It does not have several lakh of rupees worth of leather, sound-deadening or advanced technologies. Forget a complex off-roading system, the Creta does not even have all-wheel drive. The beauty with the Creta is not that it's an SUV, or that it's well equipped, or that it returns many kilometres per litre or it can easily tackle the usual boulders most Indian roads are specked with with its high ground clearance.

The beauty with the Creta is how it does the simple things perfectly. Simple things that come not out of ridiculous research and development costs, but that come out of doing the simple things right. Things like the chassis, suspension, ride quality, handling, control around corners, steering feedback, gearbox, engine response. These are things that have been part of the automobile since the automobile was invented. Yet, in more than a century of its development, there are so few cars that get the basic, simple things so absolutely right.



‘THE CRETA IS  
A MASTERLY  
PERSONAL  
AUTOMOBILE  
THAT REDE-  
FINES THE IDEA  
OF A COMPACT  
CROSSOVER’

The Creta isn't a masterly SUV. The Creta is a masterly personal automobile. In the year it was launched, it did not only redefine the idea of a compact crossover, it redefined the idea of a Hyundai. A Hyundai that's no longer just about competitive pricing, a laundry list of features and weird dynamics and lifeless steerings. The Creta is a Hyundai that offers everything you want from an automobile. And it makes you wonder how a century later it's one of the very few cars in the world that do the simple things so well. Which is when you realise that the simple things are the most difficult to get right. **TG**



**HOT HATCH**

**ABARTH  
PUNTO EVO**

**OF THE YEAR**

# Mercury rising

**An evil motor and a killer price. You can't blame us  
for the unexplainable, unmentionable feelings that  
arose in our hearts**

PHOTOGRAPHY: RAJEEV GAIKWAD





**F**iat, Fiat, Fiat. You are so hard to love and so difficult to hate. Your expertise in tugging at the strings of our hearts has no parallel. And yet, you heartlessly shatter it to a million pieces. You make the most dynamically potent cars. You make cars that look like dreams that are

too good to be true. You make cars that are technically sound and are brilliant at the job of being cars. And yet, you are only at the fringes of success rather than immersed in it.

The Abarth Punto Evo was yet another one of your seductresses. We wanted to look away. We did not want to fall for





'SHE'S HOT NOT  
MERELY FOR  
HER POWER.  
SHE'S HOT  
BECAUSE OF  
HER HUMILITY  
AND  
SIMPLICITY'



her charms. We wanted to ignore all her advances. We spoke of how all that festooning with scorpion badges was a sign of someone trying too hard. We pretended to be deaf when she came to life. But when that rev needle hit that redlined roof, all of our resolve melted. You had transplanted that evil 1.4-litre T-Jet motor from her Abarth sister – the 595 Competizione –

and weird, unexplainable, unmentionable feelings started erupting in our hearts. Then, when she hit 100kph in 9.4 seconds, we knew. We knew that you were at the threshold of something extremely rare in our country. No. Not clean air. Not even honest politicians. A fast, fun car around ₹10 lakh.

Now, this might not cause a revolution in the Indian car market. But it has definitely caused civil unrest among us lot. Fiat has worked on all of the goodness of the Punto – extremely good ride, even better handling, excellent steering feel, brilliant feedback from the pedals – and given her the power plant that can power a million stories in the tiny realm of people who love driving. People who enjoy journeys and don't care for destinations. People who are now tied down by responsibilities, families, jobs, but aspiring to go on that aimless drive with some fabulous company. People who don't have







No flash to be seen, here, and frankly, you won't care

access to racetracks and supermachines. People who want to have some simple fun without breaking their banks, their backs or the law.

The Abarth Punto Evo is for such people. She's hot not merely for her power. She's hot not just because of her acceleration talents. She's hot not for the fact that she's based on what's the coolest Italian piece of design this side of a Maserati. No. She's hot because of her humility. She's hot because of her simplicity. She's hot because she isn't stand-offish in some posh outfit complaining to the waiter about the temperature of the wine she was served. She's hot because she won't throw a tantrum when it comes to doing the grimy jobs like driving through narrow, haphazard roads, tackling potholes and speed bumps or having to remain parked in congested spots.

The Abarth Punto is one that will come through in all the dreary monotony of

everyday life, but will never be weary and jaded on those few occasions when you have the opportunity to leave everything behind and just let it rip. And she isn't an uncontrollable live wire that cannot handle all that power. She has proper poise, proper control and will also calm you with her composure apart from titillating you with a hatchload of unbridled fun.

There have been semblances of hotness in the Indian carscape in the past. But never has there been such a no-holds-barred assault on the mercury in a car lover's thermometer for this money. The Abarth Punto Evo isn't merely a hot hatch, but the titles for some other awards we had in mind for her wouldn't have made it past editorial censors. So, here's handing over the Abarth Punto Evo the Hot Hatch of the Year. She has definitely started a wave. We just hope we don't have to wait a decade for the next one to hit our waylaid souls. **16**



#### ABARTH PUNTO EVO

**ENGINE:** In-line, 4cyl, 1386cc  
**POWER:** 145bhp, 211Nm  
**0-100KPH:** 9.4ls  
**30-50KPH (3RD):** 3.9ls  
**30-50KPH (4TH):** 7.48s  
**50-70KPH (5TH):** 9.46s  
**PRICE:** ₹9.95 lakh (ex-Delhi)





COMPACT HATCHBACK  
RENAULT  
KWID  
OF THE YEAR



# The Kwid's made it

It came, it rewrote the rules for hatchbacks and it conquered



WORDS: AGASTI KAULGI PHOTOGRAPHY: RAJEEV GAIKWAD

**T**he Kwid is unlike any other compact hatchback we've seen. Ever. Just when the Altos and Santros of the country seemed virtually unbeatable, along came the Kwid and broke the monotony of compact cars, making us rethink the very idea of a hatchback.

Renault started the project with an out-of-the-box brief and a sketch. The design

is more along the lines of an SUV than a hatchback. The added height gives it more presence than any other compact hatchback around, making it pretty desirable.

What makes it even more desirable, apart from the way it looks, is its touchscreen entertainment system, something a compact hatch buyer would never imagine he'd get. That's not all





though. The Kwid raises the benchmark in almost every department. It is powered by a three-cylinder 800cc motor, but the way it has been designed, it'll give a tough time to even the 1.0-litre hatches. And Renault has finally cracked the formula of keeping a small three-pot's vibrations in check. Efficiency, too, is something that this motor offers in abundance, keeping running costs well within budget.

What else does a hatch owner look for? Space. It is something that's vital for a hatchback's success in India. While the others offer a cramped cabin, the Kwid is a little more spacious, even at the rear. And when you talk of practicality, the Kwid is a better proposition even there – the extra ground clearance makes it easier to get it over broken tarmac and through places where the road barely exists.

**'IT TICKS ALL THE BOXES TO BE ONE OF THE FINEST COMPACT HATCHES INDIA HAS EVER SEEN'**



The one other criterion, and an important one to win hearts in India, is a car's price point. The Kwid doesn't disappoint even there. In fact, it's so good, it makes every other hatchback seem like a rip-off.

The Kwid is helping Renault get back on its feet, giving the company the numbers it has struggled to achieve in so many years of being here and Renault's R&D and foresight, along with the desire to offer more to the buyer, seems to be paying off. It truly does offer more in almost every department and ticks all the boxes to be one of the finest compact hatches India has ever seen – it's affordable, practical, frugal, spacious and the design makes you sit up and take notice. Hardly a difficult choice, this one. Come on up, Renault. **70**



#### RENAULT KWID

**ENGINE:** 998cc, 3cyl, petrol

**POWER:** 53bhp, 72Nm, 5M

**LXWXH:** 3679x1579x1471mm  
**GROUND CLEARANCE:** 180mm

**PRICE:** ₹2.57 - 3.53 lakh (ex-showroom, Delhi)



PERFORMANCE SUV  
RANGE ROVER  
SPORT SVR  
OF THE YEAR

# Three magic letters



The Range Rover Sport is a special car all right, but the 'SVR' suffix elevates it to another level entirely

WORDS: DEVESH SHOBHA PHOTOGRAPHY: RAJEEV GAIKWAD



**W**hat qualifies as a performance car? Something with a 4,999cc supercharged petrol V8, making 543 rearing horses and 680 Newtons, with a 0 to 100kph time of 4.7 seconds, and a top whack of 260kph? No? Okay, so these aren't the most staggering numbers from the world of fast cars, but what if we told you these numbers headline the brochure of a full-blown luxury SUV?

We're talking about the handsome Range Rover Sport SVR. Is this the least amount of time taken by an SUV to race to a ton? Probably not. But it isn't far off. Numbers don't do justice to the SVR's performance. It may not ace the numbers game, but it is mighty impressive. For a moment, let's keep aside the fact that it's the fastest Land Rover ever built. Let's also ignore the fact that it comes with all the latest off-road weaponry you'd need if you ever feel the urge to scale a mountain or cross a river in your ₹2.65 crore (on-road, Mumbai) SUV.

Mind you, the SVR isn't just a ridiculously fast variant of the Sport Supercharged. What the AMG and M divisions are to Mercedes and BMW, the Special Vehicle Operations (SVO) section is to JLR. That should make it amply clear that apart from pumping up the bhp and torque figures, a lot more has gone into making the Sport SVR's chassis capable of handling the added go.

In fact, it's the F-Type of SUVs – fast, loud and thrilling. The mighty roar from the tailpipes will plaster a smile on your face. And it won't take long for the smile to turn into a wide grin as you slot the SVR into full-attack

**‘THE SVR LOOKS THE PART AND MAKES SUPERCARS SOUND MEEK WITH ITS EXHAUST NOTE’**

mode. It'll pin you back in its sports seats and make sure every kilometre of the journey is thoroughly entertaining. The best part about the SVR is it isn't a one-trick pony. It's got the means to tackle the twisties with the same sort of poise and enthusiasm it shows while charging down wide open highways.

The Sport SVR is an extraordinary vehicle, one that lets you go ruddy fast but doesn't let you forget it's a luxury car. The fact that it looks the part and can make most supercars sound meek with its exhaust note are a bonus. Which SUV can claim to do all those things and do them so well?

This is SVO opening its account, and if this is a sign of things to come, it's likely to be a regular at the TG Awards. **16**



#### **RANGE ROVER SPORT SVR**

**ENGINE:** V8, 4,999cc, supercharged petrol  
**POWER:** 543bhp at 6000-6500rpm  
**TORQUE:** 680Nm at 2500-5500rpm  
**TRANSMISSION:** 8A, 4WD  
**0-100KPH:** 5.7s  
**30-50KPH:** 0.9s  
**50-70KPH:** 1.1s  
**80-0KPH:** 29m/2.8s  
**FUEL EFFICIENCY:** 6.5kpl (city), 3.4kpl (highway)  
**TOP SPEED:** 260kph



# All aboard

It can move people, it can even move house.  
And did we mention it can really move?

FAMILY CAR

AUDI RS6

OF THE YEAR



WORDS: **SRIRAM NARAYANAN** PHOTOGRAPHY: **VARUN CHAWLA**

Writing this piece is the most pointless thing I have ever done: explaining to you why the Audi RS6 is the best car – budget allowing – a family can have. Imagine if Sachin Tendulkar was awarded Best Handwriting of the Year. Or if APJ Abdul Kalam was lauded for his haircut. Both are known for their prodigious talents and incredible abilities. And being acknowledged for things like those does no justice to the length and breadth of their prowess.

With the RS6, though, its length and breadth is a strong factor. It's what lets it carry five people, a lot of luggage and some rather cumbersome, unwieldy objects. It doesn't look like an alien spaceship like

most supercars do, but the RS6 does the 0-100kph ritual in a supercar-shaming 3.7 seconds. It doesn't need you to caress it over steep ramps or potholes or speed-breakers like most supercars have to be. Yet, the RS6 will top out at supercar-rivalling 300+kph. Besides, it's comfortable over bad surfaces. And will constantly ring your ears with an intoxicating soundtrack.

All this, with the ability to move house. What you're looking at is essentially a supercar that lets families do things that make them families. That can get to 100kph before you can say three point seven seconds. If it's true that a family that rides together stays together, there's no better car for them than the Audi RS6. **TC**





# A stab of envy

It also gives rise to hope and desire and longing. Don't say we didn't warn you

WORDS: **SRIRAM NARAYANAN** PHOTOGRAPHY: **MEGHNEEL JANI**

**M**arine Drive in Mumbai is the most spectacular promenade in the city. The drive forms a massive, near-semi circle right along the sea and houses, here, quite naturally, have the most spectacular view you could have on this side of latitude and longitude. But the salty air on the walls and even the electronics inside homes on Marine Drive can be like termites on wood.

But it's the kind of road on which the Maserati Quattroporte GTS would be

perfectly at home. Just cruising by. We'd still prefer the Pininfarina-designed last-gen Quattroporte. But this QP's disproportionate length doesn't get in the way of jaws hitting the floor. In front of this Italian, the routine Mercs, Audis and BMWs from Marine Drive garages seem like vehicles used by house staff for running errands.

The Quattroporte has a few annoying quirks. The feed from the reverse camera screen is grainy. For what's a very good handler, the Quattroporte's steering is

painfully large. Plus, like in all Maseratis, the steering-mounted audio controls are at the back of the steering wheel.

But like all exotica, the Quattroporte is thrilling to listen to, enthralling to drive and an absolute delight to behold. Think of the Quattroporte as a house on Marine Drive. It requires a lot of loving and a lot of caring. But the view, the thrills and the comfort both provide result in desire, hope, satisfaction and even envy. Nothing but an exotic can cause such fluctuations in the human mind. **TG**



**EXOTIC CAR**

**MASERATI  
QUATTROPORTE  
GTS**

**OF THE YEAR**





LUXURY CAR

MERC-AMG  
S63 COUPE

OF THE YEAR

# Luxury coup



What? You thought it would be  
a run-of-the-mill luxe limo?

WORDS: AGASTI KAULGI PHOTOGRAPHY: DEVESH SHOBHA



**MERC-AMG  
S63 COUPE**

**ENGINE:** 546lcc, V8,  
bi-turbo, petrol  
**POWER:** 580bhp  
**TORQUE:** 900Nm  
**TRANSMISSION:** 7A, RWD  
**0-100KPH:** 4.2 seconds  
**TOP SPEED:** 250kph  
(limited)  
**PRICE:** ₹2.6 crore  
(ex-Delhi)



**W**e know what you're thinking... why is the S63 Coupe on this page, and not the Maybach? There are two reasons for that: firstly, this is TG, and if you thought we'd do things the 'right' way, we don't like you anymore. And secondly, for every car that takes home the trophy, the primary criterion is it needs to put a smile on your face when you get behind the wheel and show it some beans.

The S63 Coupe had two main competitors it fended off to get to this place – one from its own backyard, the Maybach, and the other from Italy, the Maserati Quattroporte. Both these cars have a lot going for them. The back seat of the Maybach is probably the best place to be in while on the move. But its weight and size don't exactly help it set the benchmark if you talk handling. The Maser, too, is long and heavy, though the Italians have ensured it loves corners. But get it face-to-face with the S63 Coupe, and it feels a bit too raw and twitchy.

The S63 Coupe has the same architecture as the S-Class, just the wheelbase has been shortened and two doors have been taken off. Which



**'THE S63 IS NOT JUST A NICE, FAST COUPE. IT ALSO LIVES UP TO THE S IN ITS NAME AND OOZES LUXURY'**

completely changes the dynamics of the car. Going by its name, you may think it is a car that's set up only for comfort and not handling, but the way the S63 Coupe handles will catch you off-guard: it's poles apart from the regular S-Class.

The S63 Coupe gets the Magic Body Control, something the Indian S-Class doesn't get. It makes it flatter through corners and ensures it maintains its composure better than any other luxury car. The 5.5-litre biturbo V8, in the S63 Coupe, too, is tuned to put out far more punch than it does in any other car. A total of 580 horses and 900Nm of twist. 900! That makes it crack a ton in a supercar-like 4.2 seconds.

Yet, the S63 Coupe is not just a nice, fast coupe. It justifies the S in its name and makes your drive as comfortable as it gets. The ride is brilliant, the seats are probably the best automotive seats ever made, and the cabin brims with creature comforts and oozes quality. It's the sort of car that will be completely at home on leisurely weekend drives as well as when it's time to give sportscars a serious run for their money.

It's different, it's fast, it's comfortable, it's luxurious and it drives brilliantly. You think anything else even stood a chance to be on this page? **TG**





SPORTSCAR

AUDI TT

OF THE YEAR

# Time for TT

It's dramatic. It's irresistible. Nothing else ticks the boxes quite like this does

WORDS: AGASTI KAULGI PHOTOGRAPHY: RAJEEV GAIKWAD

There are some cars that sound fantastic on paper, but when you take them out on the road, there's little you like about them. Then there are cars whose spec sheets don't blow your mind, but when you throw them around a fast corner or hit a drag strip, you're floored. The Audi TT falls in the latter category.

It doesn't have an engine that has a lot of cylinders putting out serious muscle. It has a rather modest 2.0-litre turbo petrol engine, which you may think, has been

taken from a family sedan. It doesn't even have the numbers you'd normally associate with a sportscar — it's good for 226bhp and 370Nm of torque. But when you get into the TT, you begin to understand the seriousness of things.

This generation of the TT is based on VW's MQB platform. And it's utterly brilliant. Apart from the flexibility of building anything on it — from a sportscar to a family sedan to even a compact SUV — it has been designed to handle truckloads of







power and lateral forces. Never ever do you feel things are getting knotty inside the MQB-based TT.

The steering is zippy at low speeds and becomes more precise as you gain speed. It has the perfect weight, the right amount of feedback, and is the perfect size.

To be an award-winning sportscar, a car needs to handle well and needs to be, er, quick. This TT is years ahead in the handling department compared to the previous one, as well as most other sportscars out there. While the 2.0-litre turbo petrol ensures it gets your adrenaline pumping straight away. Assisted by a six-speed gearbox, the engine gets to 100kph in six seconds flat. And despite having a short wheelbase, the car's high speed manners remain excellent – it is composed even at its top whack of 250kph. To increase precision levels and make it far more confident around a series of fast bends or on a racetrack, Audi has given it its signature quattro system. The power is seamlessly transferred across axles to the right wheel to keep things tidy.

What's more, everything, every single thing in the TT looks like it has been designed keeping the future in mind. Right

'EVERY SINGLE THING IN THE TT LOOKS LIKE IT HAS BEEN DESIGNED KEEPING THE FUTURE IN MIND'

from the all-digital instrument cluster to the dashboard, the layout is more on the lines of cars that may be out in the 2020s. The Audi TT's design, engine potency, its extremely flexible and capable platform and the way it handles the road and racetrack makes it one of the most versatile sportscars around. Need we say more? **TD**



#### AUDI TT 45 TFSI

**ENGINE:** 1982cc,  
4cyl, turbo petrol  
**POWER:** 226bhp at  
4500-6200rpm  
**TORQUE:** 370Nm at  
1600-3200rpm

**TRANSMISSION:** 6A, AWD  
**0-100KPH:** 6 seconds  
**30-50KPH:** 1.56 seconds  
**50-70KPH:** 1.61 seconds  
**80-0KPH:** 23.66m,  
2.12 seconds  
**TOP SPEED:** 250kph  
(limited)





NAKED SPORTSBIKE

BENELLI  
TNT 899

OF THE YEAR



# Manimal

**Docile, yet ferocious: the Benelli TNT 899 is every bit the Italian super-naked you'd hoped for**

WORDS: DEVESH SHOBHA PHOTOGRAPHY: RAJEEV GAIKWAD

**D**id you know the Benelli TNT 899 sports a design that's more than a decade old? Had we not shared this tiny bit of trivia with you, we're sure you wouldn't be able to tell its age by just looking at it. And look you will – it's a beautiful naked Italian motorbike – but that's not the only thing that makes the TNT 899 one of the most unique motorcycles we rode in 2015.

The more significant elements are the bike's mechanicals. Unlike the design, the 899's short-stroke engine isn't as old, neither is the well-balanced chassis, which is something you can tell the moment you take this beast out for a spin. The inline three-cylinder motor, one of the more powerful units we've tested lately, sounds like an angry Italian engaged in debate, and behaves like it's ready to go to war.

It's extremely tractable, and pulls strongly in just about any gear without making a fuss. Highway runs are a treat, and if getting there requires you to navigate through city traffic, the 899 is game for that, too.

Yes, its 205-kilo mass can be felt while

puttering around town, and the wide turning radius can be a bit of a handful when executing U-turns, but whoever said the 899 was meant to do that? As hard as it may be for some people to digest this, the twisty mountain roads seem like the big TNT's natural habitat. It's immensely composed and it's eager to attack corners. It can do that all day long. Even on the highway, it behaves like a well-trained animal; it doesn't throw tantrums, and almost never puts you in a tricky situation. Plus, the ergonomics are spot-on which works wonders on long rides.

The TNT 899 strikes a balance between looks, power delivery, comfort and rideability. Despite its bulk, and the lack of rider aids, the TNT 899 makes for a fantastic motorcycle for those weekend runs, giving you the raw, unadulterated big bike experience. Take it away, DSK.

## **BENELLI TNT 899**

**ENGINE:** Liquid-cooled, in-line 3cyl, 898cc  
**POWER:** 120bhp at 9000rpm **TORQUE:** 86Nm at 8000rpm  
**TRANSMISSION:** 6-speed **WEIGHT:** 231kg **FUEL TANK:** 16 litres  
**PRICE:** ₹9.75 lakh (ex-showroom, Mumbai)





SPORT-TOURER

HONDA  
CBR650F

OF THE YEAR



# Power of four

It's priced at a premium, but what that premium gets you is something you shouldn't miss out on

WORDS: DEVESH SHOBHA PHOTOGRAPHY: RAJEEV GAIKWAD

“What! ₹8 lakh for a 650cc motorcycle? Who are they kidding?”

According to an unscientific survey carried out by TG, those were the exact words of 82.34 per cent of India's biking community in reaction to Honda launching the CBR650F at ₹8.3 lakh (on-road, Mumbai). The bike's sales potential in India was almost instantaneously written off by many. At that price point, you could opt for an 800cc motorcycle from other manufacturers, which would just make more sense.

But was Honda at fault when it demanded a premium for its first ever four-cylinder offering

for India? Well, to an extent, yes. Indians always want more for less, and, considering that, the 650F's VFM quotient is quite low. However, there's an even more important question to be asked – what made Honda price its 650cc in-line four sport-tourer at a premium. The answer is simple: the 650F, as we've realised, is in a league of its own, and it's unfair to compare it to other sub-800cc motorcycles available in the market.

We say this because we've ridden the CBR650F for more than 1,000km, now, and there's no doubt in our minds that it is way superior to the rest of the 600s on sale. It's got the looks, fit and finish is commendable,

it brings a good level of equipment to the table, is comfortable over long rides and, most importantly, the combination of the potent chassis and the superb motor is unparalleled. In fact, the 648cc mill is one of the smoothest in-line fours we've tested. It sounds good, delivers power seamlessly, and doesn't ever feel strained.

So, as a sport-tourer, the Honda CBR650F has the legs to go long distances without taxing the rider, there's good, useable power for Indian road conditions, the ride quality is brilliant and it handles like a dream. Is there something it could do with? Yes. A Stig trophy. So, there you go, Honda.



## HONDA CBR 650F

ENGINE: 649cc, liquid-cooled, in-line 4-cylinder  
POWER: 85.3bhp@11000rpm, TORQUE: 62.9Nm@8000rpm  
TRANSMISSION: 6-speed manual, WET WEIGHT: 215kg  
EFFICIENCY: 17.1kpl, TOP SPEED: 220kph (claimed)  
PRICE: ₹8.24lakh (on-road, Mumbai)





**SURPRISE PACKAGE**  
**MAHINDRA**  
**MOJO**  
**OF THE YEAR**

# Stun gun



**The wait was infuriatingly long, but when the Mojo did arrive, it made people eat their words for breakfast**

WORDS: **DEVESH SHOBHA** PHOTOGRAPHY: **SHASHANK MB**

**F**ive years is a really long time for a motorcycle to complete its journey from the drawing board to the showroom.

And, if a bikemaker takes half a decade to bring a motorcycle to life, it better be good.

When Mahindra finally launched its much talked about (and much delayed) Mojo, the biking fraternity had its doubts about Mahindra's aspirations of venturing into uncharted territory. To be honest, so did we.

Because Mahindra had taken its own sweet time to put the Mojo on sale, it was a hit-or-miss situation for India's youngest two-wheeler brand. Luckily, the Mojo started off on the right note. It's no KTM Duke-beater, but we wonder if it even wanted to be that. It's an out-and-out tourer with no sign of 'sports' anywhere: neither in the way it looks, nor in the way it performs, and that's where the Mojo impresses. It comes across as a focused motorcycle that knows what it wants from life.

From what we'd seen on the now-defunct Stallio to what the Mojo is today, Mahindra's two-wheeler division has come a long way. Its

tourer has a surprisingly refined motor, and the performance is quite good. The gearbox, too, doesn't disappoint when you want to shift cogs, and the overall quality and fit and finish is a big improvement over what we've seen from the bikemaker in the past. What's also surprising is the fact that from the onset, the Mojo feels like a well thought-out product – it offers a relaxed riding position, is mechanically sorted, comes with a capable chassis, offers good ride comfort and is ergonomically sound, too.

It's not the perfect motorcycle, but with the Mojo, Mahindra has put its best foot forward and has shown the automotive world that it, too, has what it takes to keep up with the big boys. The Mojo is a surprisingly fine motorcycle at a reasonable price point. And, that's why it wins the Surprise Package of the Year title.

#### **MAHINDRA MOJO**

**ENGINE:** 295cc, single-cylinder, liquid-cooled **POWER:** 27bhp  
**TORQUE:** 30Nm **TRANSMISSION:** 6-speed  
**FUEL TANK:** 21 litres **TOP SPEED:** 160kph (claimed)  
**PRICE:** ₹1.58 lakh (ex-showroom, Delhi)







ENTRY-LEVEL SPORTSBIKE

YAMAHA YZF-R3

OF THE YEAR



# Pave the road

New to the breed? This one heads the welcome committee

WORDS: **CHRISTOPHER CHAVES** PHOTOGRAPHY: **NITIN ROSE**

**J**ust standing there, the Yamaha R3 looks fast. Turn the key, engage the kill switch and you're treated to the sweet symphony of a smooth 320cc twin-cylinder bursting to life. It's not gruff initially and probably not as aggressive as the looks suggest, but you'll hear its potency soon enough, as soon as the rev needle swings right.

The beauty of the R3 is in its design. It's sporty and light and ready for the street or the track. The engine, in true Yam tradition, loves to be revved hard, urging you to go faster. The R3 doesn't have the brilliant Deltabox chassis, but the diamond frame

shell the motorcycle is based on allows you to ride harder, lean a bit more and pushes you to the edge of reason without throwing caution to the wind.

It's the perfect tool to hone your riding skills. It's not as aggressive as the R15 — the R3 is more about a relaxed riding posture that's not tasking on your wrists and back.

There are also no riding aids like ABS and a slipper clutch, which is the way to go. It's sort of like learning to swim by being thrown into the deep end of the pool. Before you work your way up to a high-capacity motorcycle, the R3 will pave the road to it beautifully without breaking the bank.



**YAMAHA YZF-R3**

**ENGINE:** 320cc, 2cyl in-line, 41.5bhp at 10,750rpm, 29.6Nm at 9000rpm, 6-speed **FUEL TANK:** 14 litres **KERB WEIGHT:** 169kg  
**PRICE:** ₹3.25 lakh (ex-showroom, Delhi)



# Trail blazer

Astride the Tiger 800 XCx, you only stop when you want to step back and take in the view – or fill it up, of course

ADVENTURE TOURER  
TRIUMPH  
TIGER XCx  
OF THE YEAR



WORDS: ABHINAV MISHRA PHOTOGRAPHY: RAJEEV GAIKWAD

Unlike most manufacturers who limit themselves to a certain type of portfolio, Triumph offers something for everyone. If you're looking for a big, brawny cruiser, you have the Thunderbird LT or the Rocket III. If you want a neo-retro roadster, there's the Bonneville series. If you are a track junkie craving a hit of speed, there's the Daytona 675R.

This year, Triumph launched the Tiger XCx for those who like it dirty. It has plenty of tech to counter whatever Mother Nature has to throw at it. The beak up front keeps dirt and gravel away from the rider when you're riding off-road.

The XCx has adjustable front and rear suspension. Like most modern big bikes, the XCx comes with three rider modes and three ABS levels. Switch to 'Road' mode, and the Tiger turns into a civilised beast. The knobby tyres work just as well on tarmac. The high, upright seating position is great and lets you see a long way ahead.

All this makes the XCx a versatile motorcycle, which is not just limited to the road. It's loaded with tech but never stops the rider from having fun, and this go-anywhere spirit is what makes the Triumph Tiger XCx TG's undisputed Adventure Tourer of the Year. **TG**



TRIUMPH TIGER XCx

ENGINE: 800cc, liquid-cooled, 3cyl

MAX POWER: 94bhp at 9250rpm

MAX TORQUE: 79Nm at 7850rpm FUEL TANK: 19 litres





SCOOTER

HERO MAESTRO  
EDGE

OF THE YEAR



# A commendable act

## The Maestro Edge reminds us why sometimes evolution is better than revolution

WORDS: ABHINAV MISHRA PHOTOGRAPHY: ASHUTOSH VERMA

It's always a task to grow out of a successful partnership. Case in point being Hero and Honda parting ways after having worked together for about three decades. In 2010, the two bikemakers decided to end the partnership, and we've seen a slew of launches from Honda since then. On the other hand, Hero has taken its own sweet time to build a talent pool from the best companies in the world.

Half a decade into the split, this is what has come of all those bright minds working together – the Maestro Edge. While the Maestro badging on this might lead you to believe this is a refreshed version of the scooter that has been on sale all this time, this is an all-new product.

As the name suggests, the Edge sports plenty of sharp angles and creases on its bodywork, which makes it stand out in a sea of scooters. The fuel filler cap sits right above the tail-light and fuses nicely with the tail. Fit and finish is right up there with the best Japanese offerings on sale.



The Edge's 110cc motor makes 8.3bhp and 8.3Nm, which might not sound like much, but is more than enough power for a scoot. Unlike many scooters, though, this one gets a 12-inch front wheel, which improves handling. Enhancing the package further is the telescopic front suspension, which adds to overall ride comfort.

As far as features go, Hero has got something that gives this scooter an edge (no pun intended) over the competition. The Maestro Edge's Integrated Braking System ensures coming to a halt from any speed isn't a jittery affair. It also comes equipped with a USB 3.0 charging port in the boot. An equally useful feature is the boot light. In a move that makes life a lot easier, the boot and fuel lid can be opened by turning the key in the ignition slot.

The scooter market has remained largely unchanged over the last decade and Hero has not reinvented it in any way with the Edge. What Hero has done with the Maestro Edge, is improved a tried-and-tested formula.





DUCATI  
**BIKE**





SCRAMBLER  
OF THE YEAR

# Maniaco

We were looking for a fun bike. This one's FUN

WORDS: CHRISTOPHER CHAVES PHOTOGRAPHY: RAJEEV GAIKWAD

**T**he Ducati Scrambler was one of the first motorcycles we rode last year. After that, many more bikes came our way, but none of them were like the Scrambler, which left an indelible impression.

This entry-level roadster by the iconic Italian brand is propelled by a simple, 803cc, air-cooled L-twin with styling inspired by the Scrambler Ducati made in

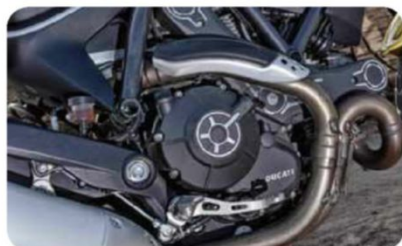
the Seventies. Not exactly retro, the Italians say this is what the bike would have looked like if production of the Scrambler had not been stopped in '75. And that is where its charm lies: in its simplicity and its retro look with modern elements like the LED halo around the headlamp, the white-lit monopod instrument cluster, the chunky enduro-inspired tyres, the Kayaba offset rear monoshock and ABS. Anything that is ►



‘THE  
SCRAMBLER  
JUST WANTS  
YOU TO HIT  
THE ROAD AND  
LEAVE  
EVERYTHING  
BEHIND’







not necessary is not to be found on this bike, and that comes as a refreshing change.

The upswept one-piece handlebar means the bike offers an upright riding position. But, it still feels sporty and agile. The L-twin unit is the same unit that we loved in the old Monster 796 but here, it's tuned for better bottom-end grunt. Power delivery is a lot smoother, too. The mid-range has a lot of meat, and the higher you go up the rev band, the more gratifying the crescendo.

The throttle is really responsive on this thing. At times a little too responsive in the lower half of the powerband. Overcook it a bit and the tail almost instantly whips out. On this motorcycle, you can make your way through traffic as you would on a gearless scooter and when you feel like it, you can just drop a cog and pull the disappearing act. The ABS works brilliantly, the chassis is communicative, the suspension and Pirellis are configured to ensure optimal grip on paved, wet and gravelly surfaces. The Brembo discs, too, offer fantastic bite. The clutch is weighed to perfection and is not tiresome to employ when you're caught up in city traffic.

#### **DUCATI SCRAMBLER**

**ENGINE**  
2cyl L-twin,  
air-cooled, 803cc

**POWER**  
74bhp

**TORQUE**  
68Nm

**TRANSMISSION**  
6-speed

**WEIGHT**  
170kg (dry)

**PRICE**  
₹6.73 lakh  
(ex-Delhi)

Strong performance, then, is a given with the Scrambler. But to make it to this page, it takes a bit more. Plenty of bikes are perfectly satisfactory when it comes to looks, price, efficiency and performance.

Like the Honda CBR650F, for instance. Lofty price tag aside, there's nothing you can complain about. It's got the looks, is exciting to ride, and most importantly, gives you the feeling of riding something special. In our eyes, it's the definition of a sport-tourer and the best 650 we've ridden in a long time. And, if the Scrambler wasn't in this race, the Honda was certain to take home more than just a single accolade. Yes, it's lost the big one by a whisker.

So what made the Scrambler pip the Honda to the finish? It's the more versatile motorcycle, and definitely more fun to be on, both on and off the road. It's the kind of fun that makes you smile every time you think of taking the motorcycle for a spin.

In a world where it's all about being the fastest, the most technologically advanced machine, the Scrambler is an honest, light-on-tech mobike that just wants you to hit the road and leave everything behind. **TG**





MERC-AMG C63 S vs  
**CAR**

# The





AUDI RS6 AVANT  
**OF THE YEAR**

# Big Q

**In a perfect world, the Audi RS6 and Mercedes-AMG C63 S would both have been our Car of the Year. Unfortunately, we had just one Stig trophy left**



WORDS: **GIRISH KARKERA** PHOTOGRAPHY: **RAJEEV GAIKWAD**

**I**t has come to a face-off between two very unique machines. In the red corner we have the RS6. RS is for RennSport. That's German for Racing Sport. And it's as performance-oriented a car from Ingolstadt as it can get. It is bristling with tech and its mighty 4.0-litre V8 sets

the tone for what the car is all about. Don't be fooled by the estate body style. In fact, despite its station-wagon look there is little doubt this car means business. Large 21-inch alloys (optional), low ground clearance, a rear spoiler, side skirts, carbon fibre inserts in the bumper, prominent Quattro badging on the front and a chest- ➤





## SPECS

	AUDI RS6	MERC-AMG C63 S
ENGINE	3993cc V8	3982cc V8
POWER	552bhp	510bhp
TORQUE	700Nm	700Nm
GEARBOX	8A/AWD	7A/RWD
0-100KPH	3.7s	4.2s



Blood red RS6 part of standard equipment. Not



thumping V8 growl from the exhaust – it has everything you'd look for in a car you'd look forward to driving every day.

So does our rival in the blue corner – the Mercedes-AMG C63 S. Unlike the RS6, the Merc is more mainstream when it comes to design – it goes with the more acceptable sedan look. And though at first glance you might mistake it for a regular C, it makes its wild side evident with cues such as slightly flared wheel arches, massive air dams on the front bumper and AMG domes on the bonnet which indicate a potential riot of an

engine under the hood. Which is what it is. A 4.0-litre V8 biturbo, similar to the Audi's, powers this car (it's the same engine that also finds a home in AMG's new flagship – the GT S).

Of course, the power outputs are different. The Merc delivers 510bhp and 700Nm. The latter figure is identical to that of the RS6 but the Audi brings 40-odd bhp more to the party. It also brings quattro, and that makes it significantly quicker than the Merc despite it being heavier. Zero to 100kph comes in just 3.7 seconds in the Audi, while the Merc takes half a second more.

The acceleration times are noticeably different, as is the nature of acceleration. The RS6 – with all its Quattro trickery – feels grippy and always ready to lunge. Power goes to the wheels via an eight-speed gearbox, which is very precise and gives you a solid sense of control whatever mode you put the car in. Torque steer is evident but you do not need to hold on for dear life. The C63 is more balls-out. With rear-wheel drive, it feels more on the edge than the RS. It's eager with power and can hit triple-digit speeds with a more glorious exhaust note. The active exhaust option helps its cause.

Nothing has excited us more about driving this year than these two cars. The RS6, launched in India for the first time, is





Get into this seat,  
and the car shrinks  
around you



the facelifted version of the car launched in Europe the year before. The previous-gen RS6 had a massive 5.0-litre V10 unit that made the RS6 great for impromptu drag races but not so much for use as an everyday car. With the new, 'smaller' engine and some more tech upgrades, the RS6 is now able to make light work of everything from highways to hilly curves. You can feel the car burbling with a bit too much energy at the beginning but get it into a flow and it is a delightful drive. The most challenging of curves can be handled with ease.

The C63 S is also like that but it shows less poise, which would actually rock an enthusiast's boat. The steering is heavy and you need to muscle the car a bit to make sure it stays in line. In fact, we like the C63's steering feel better than that of the just-launched AMG GT S. The ride is stiffer ➤

'WITH ITS  
4.0-LITRE V8,  
THE RS6  
MAKES  
LIGHT WORK  
OF EVERY-  
THING FROM  
HIGHWAYS TO  
HILLY CURVES'







An all-rounder so good, it's almost on par with Jacques Kallis



‘BOTH ARE PERFECT SELFISH CHOICES. BUT YOU BUY A CAR FOR YOUR LOVED ONES, TOO. IN WHICH CASE...’

despite it being shod with 18-inch wheels. Our test RS6 came with the 21-inchers and the ride quality was at par with the Merc.

Considering their price – ₹1.3 crore for the C63 S and ₹1.35 crore for the RS6 – both get nothing but the best interior fit and finish. Of course, all on the sportier side. Merc has really raised the bar when it

comes to cabin design and features and it is reflected in this car too. The sport seats, leather grips and the carbon-fibre inserts are all there to make sure you are aware of the performance intentions of the car.

When it comes to space, the RS6, of course, has more, thanks to it being an estate. The less conventional body style also means you can pack in luggage for four. Not really a clincher but handy, nevertheless. The cabin also feels more gimmicky and thrills the child in you what with stuff like the media system emerging out of the dashboard and the music system playing that trademark Audi heartbeat when you switch it off. Borders on cool.

If this were a battle for driver's car of the year, the Merc would have been our winner. Both are perfect selfish choices. But you buy a car – any car – for yourself as much as for your loved ones. In that sense the Audi RS6 manages to cover more bases, making for the ultimate all-round car. It is aspirational, powerful, luxurious, drives like a dream and surprises you with its practicality. All in a surprisingly different body style. It is an estate, performance car, driver's car, nerd's car all rolled into one. And as mental as the Merc. This is all the car you will ever need. **TG**





## Lights, camera, skimmers...

...and ₹15 crore worth of metal. Here's a peek at what really happened at the awards cover shoot



Should we try placing the cars upside down to make it look different?



hi bebs u free fr drinks 2nyt? pls? no?

Which one do I look at? Oh wait... I'm wearing shades



Yo, does this flat-bed have launch control?



I was told cover shoots are all about driving exotic cars, having fun. This is neither of them. Damn you, Agasti...



Will someone get these posers off the Ducati?



If he's Tom Cruise, then I'm Cameron Diaz...





# GARAGE

TOPGEAR'S LONG-TERM CARS. TESTED AND VERIFIED



HYUNDAI CRETA SX

## A flying start

HELLO

**Spec:** 1582cc, 4cyl turbodiesel, 126bhp, 260Nm, 6M; **Price:** ₹16.92 lakh (on-road Mumbai); **Test kpl:** 13; **Total mileage:** 1,800km; **Driver:** Sriram Narayanan; **Why it's here:** Will this benchmark of a crossover reveal any flaw?

**T**hat the Hyundai Creta is a phenomenal package is well established. But there's always a catch with phenomenal packages. They aren't that phenomenal once you begin to live with them. Spend a month with something phenomenal and all the phenomenal-ness starts wearing off with little quirks and major pitfalls that don't show up in a test drive. I got the Creta nearly brand new with even the plastic covers of the seat and sun visor not taken off. The odo read a measly 1800km and even the touchscreen monitor and instrument console had those peel-off, transparent stickers that were yet to be, er, peeled off. Of course, I have taken all of it off. Oh wait, I seem to have missed a

### IN DETAIL



Rear polarises opinion. The tree likes it... it told us

spot. The sticker on the digital clock is yet to be peeled off.

Long story short, the Creta we have with us is nearly brand new. And I would have been severe with it had it emitted even one tiny squeak from anywhere. Thankfully, the only unnatural sound emanating from the car when I drove it first was the rustle from all the plastic covers.

The vibrant, dark, lipstick red's a great colour and the only thing ruining the looks is that weirdly placed rear number plate. When I pointed this out in a review when the Creta was first introduced, I got hate mail for calling the rear ugly. Well, some people have all the time in the world. But that doesn't change anything. The rear is still ugly. What has

surely changed in the Creta is the ride and handling. Now that even Fiat and Ford, the legends with steering feel, have ruined steering feel, I think the Creta is now the best amongst cars that aren't obscenely priced. And the Creta's high speed manners shine through over twisty roads like the Eastern Freeway and wide open ones like the Eastern Expressway in Mumbai. Roads that the rest of the *TopGear* office never samples much of because they choose to stay in the cool, hep, hot, happening and crawling western suburbs.

In my first month with it, I took the Creta to the coastal town of Murud to the south of Mumbai. It's just about 150km away. But it's 150km of a single carriageway with a mix of slow traffic, broken surfaces, hairpin bends and some excruciatingly slow heavy vehicles. As if all that is not enough to test the Creta's suspension and overtaking ability, this trip had the car carrying five people and their luggage. A couple of whom weren't exactly comfortable with high speeds and quick cornering or lane-changing manoeuvres. And with two stopovers, the journey took just under five hours.

Still, I have only one word to describe the Creta: phenomenal.

### GARAGE LOGBOOK HYUNDAI CRETA SX

- ◆ Great ride, handling and steering feel
- ◆ Conveniences like dead pedal and reverse camera make things, er, convenient

### MILEAGE AND KPL THIS MONTH

k m 9 0 0

13





**TATA SAFARI STORME**

## Task manager

**A**part from the usual mundane commutes to office and back home, there haven't been a great many over-the-top duties assigned to our long-term Safari. But for what it's worth, the Tata is still coping well with strict city usage, returning a healthy 14kpl.

For all its bulky proportions, getting across town in a jiffy isn't as hard as you would imagine. Finding a suitable parking space for this behemoth, though, is sometimes an issue.

The sheer size of the Safari continues to make other cars get out of its way. No one wants to see something that resembles a rolling brick wall with a pair of headlights looming in their rear-view mirror. It's intimidating.

Space is never an issue when it comes to this Tata SUV. Apart from there being ample space for knick-knacks and all sorts of oddities, the Safari is a hit with the pets thanks to its cavernous insides.

All the electronics are running in top form and there are no squeaks or rattles that have surfaced until this point in time.

### Report 4

**Spec:** 2179cc, diesel, 138bhp, 320Nm, 5M; **Price:** ₹15.87 lakh (on-road, Mumbai); **Test kpl:** 9.5; **Total mileage:** 6,986km; **Driver:** Christopher Chaves; **Why it's here:** To see if more power and a lighter steering make it a better SUV



**MERCEDES-BENZ GLA 200**

## GLAd you came

### GOODBYE

**Spec:** 1991cc, 4 cyl, 181bhp, 300Nm, 7A; **Price:** ₹44 lakh (on-road Mumbai); **Test kpl:** 9.5; **Total mileage:** 16,975km; **Driver:** Girish Karkera; **Why it's here:** To see if it is the best premium compact SUV around

**T**he GLA, as you'll know, is available in three variants – petrol, diesel and AMG-specced. We've had the GLA 200 here. Its 1,991cc unit – same displacement as the GLA 45 AMG engine – spews out 181bhp at its peak. The torque figure is a more-than-healthy 300Nm, which propels the 1.5-tonne car from 0-100kph in under eight seconds. Although you may feel it takes longer just by the way the GLA surges ahead. It stays composed and doesn't feel edgy or bursting with power. That's a very Merc way of doing things.

The GLA isn't much bigger than a Honda Jazz but it's got height and stance. And the design, all muscular, has been grabbing quite a few eyeballs ever since it entered the Garage.

The interior feels young and lively but do remember when you go for a GLA this Merc is based on a compact car platform. Materials are top quality and all the buttons, switches and dials look modern and elegant. We would have preferred a fancier touchscreen COMAND display but that's nitpicking. Once you get the hang of it, the big COMAND dial on the central console is actually quite easy to operate.

Just like the gear shifter stalk on the steering wheel. For someone going from a car with a conventional gearstick to the left, the gear lever within reach of your right hand while still on the steering wheel will feel odd initially but soon

### IN DETAIL



Noise about nothing: space-saver adds to the rattling

begins to feel quite handy. You may even miss it when you drive another car.

I didn't particularly like the ride on the GLA, it's a bit too stiff for an SUV and only marginally better than a C-Class. Also, in the nearly 17,000km that it has done, the GLA is rattling at quite a few places, which is not becoming of a Merc. The previous-gen C-Class managed to hold up much better despite clocking many more kilometres on it than the GLA currently has. Also, thanks to regulations, almost all Mercs now come with the space-saver spare wheel sitting in the boot, which means there's a constant thudding noise.

At ₹44 lakh on-road, the GLA 200 isn't exactly cheap but it manages to bring Merc levels of motoring to a whole new audience. It makes the grade for that practical, all-rounder car that doesn't cost the earth but still makes a statement.

### GARAGE LOGBOOK MERCEDES-BENZ GLA 200

- ◆ Design makes it stand out
- ◆ Cabin reeks of quality
- ◆ Comfy on the highway. Push it and it won't complain
- ◆ Low-speed ride too stiff

### MILEAGE AND KPL THIS MONTH

k m 4 7 5

9.5





MARUTI S-CROSS

## Mixed bag

**S**o, this exact variant of the S-Cross is now available with a Rs 1 lakh discount. Does that make it a better buy than the original ₹16.95 lakh? Sure it does. Living with the car, you realise the S-Cross packs in a lot of space, plenty of features and some very good quality. Call it a positive or a negative, but the S-Cross neither looks like an SUV nor a hatch, nor a small car or a big car. But it is utterly spacious for whatever body type it claims to be. And features like the automatic headlights, automatic wipers and a media system that reads out your text messages when you are driving, seem like things you can never do without.

Quirky looks aside, its high price could have been justified if its dynamics were sorted. Well, it's not exactly bad, but the ride quality is a mixed bag. It seems okay over some surfaces and woefully out of sorts over others. Besides, the middle of a high-speed curve is precisely the time the steering chooses to become lighter and abandon even more feel. Its air-conditioning, despite the lack of rear AC vents, is great. And the xenon headlamps do a brilliant job of lighting up the night.

### Report 5

**Spec:** 1598cc, 4cyl diesel, 116bhp, 320Nm, 6M; **Price:** ₹16.95 lakh (on-road, Mumbai); **Test kpl:** 14; **Total mileage:** 6,000km; **Driver:** Sriram Narayanan; **Why it's here:** To see if the S-Cross is worth the money



MAHINDRA MOJO

## In character

HELLO

**Spec:** 1cyl, 295cc, 27bhp, 30Nm; **Price:** ₹1.58 lakh (ex-showroom, Delhi); **Test kpl:** 35; **Total mileage:** 2006km; **Rider:** Christopher Chaves; **Why it's here:** To see if Mahindra has finally got the two-wheeler formula right

**T**he Mahindra Mojo made quite an impression on the media ride from Bangalore to Coorg a couple of months ago. And after that highway journey, we definitely wanted to get to know the latest offering from Mahindra's two-wheeler division a bit better. So, here it is.

First up, the Mojo certainly makes its presence felt on the road. It looks unique, to say the least, and attracts a lot of attention. On a recent trip to the movie theatre, I noticed that the Mojo had received more attention than the Hindi movie running at the time. I found people swarming the bike in the parking lot when I stepped out of the movie hall.

Also, there have been a number of friends who wanted to ride the bike, while some want to ride pillion. Everywhere I go, I end up meeting individuals who have been asking the same questions. Mahindra certainly has triggered people's curiosity with this quirky-looking machine, so much so that I'm thinking of starting a side-business of charging people a nominal fee to get the answers they seek.

As far as styling goes, I particularly appreciate what's been done at the tail end. The other thing I appreciate are the tyres. The Pirellis, in a way, define the character of this motorcycle. I've been riding the bike in the city for a while now, and I can say that it isn't a great hassle to deal with slipping past traffic.

There's more than enough grunt to

### IN DETAIL



Grip from the Pirellis is immense on all kinds of surfaces

get past slow coaches but I've had to use the clutch more than usual because the 295cc engine knocks quite a bit low down the cog order. And knock loudly, it does.

But the bike provides a comfortable and pliant ride while performing just as you'd like it to. I would have loved it if the progressive front brake was a little sharper though. Because you know how it goes in the city, some fool is bound to mindlessly wander into your path, requiring you to stop instantly. It's not that the Mahindra doesn't stop, but without anti-lock brakes, you just have to brake a little in advance to be safe.

Lastly, here's some feedback I received from people who sat pillion with me: the Mojo's twin exhaust cans make getting on and off the motorcycle a bit tricky, especially once they're hot and the pillion is wearing shorts.

### GARAGE LOGBOOK MAHINDRA MOJO

- ◆ Upright riding position encourages you to go on long rides
- ◆ Brakes could have been a bit sharper
- ◆ Pirelli tyres really give the bike a different character altogether
- ◆ Dual exhausts make pillion dismounts a bit tricky

### MILEAGE AND KPL THIS MONTH

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33.0





VW JETTA

## Hot favourite

**A**fter flicking the keys from Girish last month, my love for the Jetta is only increasing by the day. It fits the bill for everything I've been looking for in a sedan.

The three things I like about the Jetta are its convenience, briskness and comfort. The 7-spd DSG makes life easy in the city, and out on the highway it provides a shift perfectly when I want one. While the 2-litre oil-burner is a brilliant piece of kit. It doesn't shy away from giving you all of the 134 horses it has in store, and the mid range is punchy, really punchy. Actually, the Jetta is the fastest car we currently have in the Garage – yeah, faster than even the GLA.

Wait a minute. Did I say I like three things about the Jetta? Make that four. I also like its kpl figure. Despite a slightly heavy right foot and despite driving it in heavy south Mumbai traffic, its fuel efficiency figure has stood strong at 12.5kpl. Meanwhile, though the recent VW controversy doesn't affect the Jetta, it does need a quick software update to bring it in line with the emission norms for diesel cars in India.

### Report 4

**Spec:** 4cyl, 1968cc, 138bhp, 320Nm; **Price:** ₹23.47 lakh (on-road, Mumbai); **Test kpl:** 12.5; **Total mileage:** 13,000km; **Driver:** Agasti Kaulgi; **Why it's here:** To see if it is a worthy flagship for the VW range



RENAULT LODGY RXZ

## Room for more

### GOODBYE

**Spec:** 1461cc, diesel, 108bhp, 245Nm, 6M;; **Price:** ₹14.3 lakh (on-road, Mumbai); **Test kpl:** 14.8; **Total mileage:** 9700km; **Driver:** Devesh Shobha; **Why it's here:** To see if it has what it takes to move Indian families, comfortably

**T**he Renault Lodgy has been with me for six months but it feels far less. Perhaps that's because, technically, it was actually around only for four-and-a-half months – the rest of the time it was parked at the Renault service centre. Why? Because, as we mentioned in last month's report, it constantly seemed to have issues that needed to be sorted out.

But for the rest of the time – 136 days to be precise – that it has been with us, the Lodgy has served us well. In fact, it's been TG's default support car, the wife's favourite from among all 'our' cars (more on that in a bit), and a great weekend companion.

From the time it entered our Garage, the Lodgy has been a hit amongst our photographers. Be it Rajeev, Himanshu or Somdutta, they've all been pleased about the huge windows that offer them enough room to lean out and shoot. In fact, with the third row folded, the space this Renault offers could well be enough for a photographer to set up a studio-on-wheels.

The wife loves it too, because of its practicality. On long journeys, I get behind the wheel, with only the pet for company in the front, while the second-row seat is occupied by our nine-month-old toddler, her soft toys, her food basket, her toy basket, her sleeping pillow and her mother. The third row remains folded most of the time, which makes it easy to carry her pram, her rocker, her bathtub as well as our weekend luggage.

So is it a good people mover? The Lodgy's done that remarkably well whether

### IN DETAIL



You'll never be searching for space to put away knick-knacks

it was the weekend trip when it served nine of us or whether it's just the three of us (and the pet) going over to the in-laws or on a holiday. We love it as a family car with all the passenger and cargo space it offers and the comfortable ride. The second-row AC vents are a godsend during summer.

There's one small concern though. The wife still uses CDs for the toddler's nursery rhymes, and unfortunately, our top-end Lodgy's infotainment system doesn't come with a CD player.

But that's a small thing. And other than the little niggles we've had in the past, the Lodgy has behaved pretty well. Our Lodgy has taken quite a beating in the name of 'testing' by some of India's finest motoring journalists and as a result a few rattles and squeaks at 10,000km are understandable. Renault needs to take care of some reliability issues but the Lodgy can move Indian families comfortably. My family, for one, will sure be sorry to see it go.

### GARAGE LOGBOOK RENAULT LODGY RXZ

- ◆ Offers ample knee and shoulder room
- ◆ Is comfortable over long journeys
- ◆ Beige seats are prone to getting soiled too easily
- ◆ Refined, frugal motor lacks low-end punch

### MILEAGE AND KPL THIS MONTH

k m 6 0 0

14.8





HONDA CB SHINE 125 SP

## The simple life

**A**ll those high-capacity bikes I've been riding lately have spoiled me. I was getting too used to the idea of ABS and of fine-tuning the traction control to my liking before heading off. So when it came down to a choice between the Yamaha R3 and the Shine, I let Devesh have his pick. And I don't regret it. The Honda CB Shine 125 SP might have a small engine but it's still a peppy little bike. It's surprising how quick it feels from traffic light to traffic light.

It's not a sportsbike and that's possibly why I've been using the bike quite often. It's simple, easy to operate and I don't feel the need to whack the throttle open every time I get an empty stretch of road. The upright riding position and the well-padded seat make things even easier and comfortable.

So do I have anything to complain about? Certainly not with the basic set-up. A few extra features like a full digital instrument cluster with an RPM meter and a gear indicator would have been great. But those are small things. The Shine may not be an engineering breakthrough but I think I'm looking forward to the simplicity this bike brings to my life.

### HELLO

**Spec:** 124.7cc, 10.6bhp, 10.3Nm 5M; **Price:** ₹74,720 (on-road, Mumbai); **Test kpl:** 52.3; **Mileage:** 100km; **Rider:** Abhinav Mishra; **Why it's here:** To see if Honda still rules the commuter bike segment



YAMAHA YZF R3

## The little big Yam

### HELLO

**Spec:** 321cc, 2cyl, 41bhp, 29.6Nm, 6M; **Price:** ₹3.78 lakh (on-road, Mumbai); **Test kpl:** NA; **Total mileage:** 1,400km; **Rider:** Devesh Shobha; **Why it's here:** To see if it has blurred the line between an everyday bike and a track tool

**I**t's been a while since we last had some exciting motorcycles in our Garage. For quite some time now we've had to make do with smaller, frugal bikes developed for the masses. But not any longer. The next six to eight months look quite promising with the Yamaha YZF-R3 and the Mahindra Mojo entering our fleet and a certain middleweight Italian likely to join them in the near future.

Initial impressions of both the R3 and the Mojo ticked the right boxes (well, most of them anyway) and both have been eagerly awaited. Christopher is piloting the Mojo and he'll be sharing his take on the premium Mahindra elsewhere in this section, while I managed to get my hands on this baby.

When it comes to Yamaha motorcycles, there's one thing you can't really point fingers at, and that's styling. Okay, feel free to ignore the Saluto. But just look at the FZ series – for a model that's over five years old, it still looks striking.

And so does the R3. Yes, it looks like a bigger, blown-up R15, but then, that's what it is. Or at least, was supposed to be. However, apart from the sportsbike silhouette there's very little that's similar between the two.

The chassis for instance. The R3 doesn't have the Yam's Deltabox frame, something that a lot of enthusiasts cried foul about. However, if you plan to use this motorcycle for your daily commute, and riding it on a racetrack isn't high on

### IN DETAIL



Sings a merry tune post 5,000rpm

your list, the lack of a Deltabox frame doesn't matter.

I've ridden down to work on a couple of occasions and when you are making your way through traffic, that's the least of your worries. The R3 at 169kg is (relatively) lightweight, and with a well-weighted front end, steering the Yam is quite easy. And since the seating posture isn't as aggressive as on the R15, there's considerably less stress on your wrists and back.

Another work of art is the 321cc Yamaha motor. This twin isn't as wild as the KTM RC 390's and that's the good part – when stuck in traffic, the engine won't be ready to toast your legs.

The liquid-cooled motor is refined and behaves well in most conditions, something that makes the R3 the most practical sub-350cc entry-level sportsbike in the market right now. But more on that in the next report.

### GARAGE LOGBOOK YAMAHA YZF-R3

- ◆ Looks well-proportioned and stylish
- ◆ The refined 321cc motor is a gem. Shines on the highway
- ◆ Split seats feel uncomfortable on long rides, more so for the pillion

### MILEAGE AND KPL THIS MONTH

k m 5 0 0

26





MARUTI BALENO

## Star wars

**I**f you've been keeping a close watch on the Baleno in our Garage, you'll have noticed there's been a small change. There's a simple explanation for that. Last month, an astrologer told me the dark grey Baleno Agasti passed on to me didn't suit my stars and a lighter shade would bring me greater success (read more money). So I called Maruti and they obliged with the silver one you see here.

Now that that's out of the way, on to the car. Apart from the colour, everything else on this Baleno is the same. It's the top-end petrol variant with all the bells and whistles you can ask for on Maruti's latest premium hatchback. It means I now have a nifty Apple CarPlay system in 'my' car, which I cannot make full use of because I am one of those rare species that is still on a Nokia.

What I do like extracting, though, is engine performance, and things can't get any better than this KB12 motor. A free-revving motor that loves to be pushed hard and with a wider powerband to play with – it really hits the spot. Plus, I like the way it sounds...

### Report 2

**Spec:** 1197cc, 4cyl, petrol, 83bhp, 115Nm, 5M, FWD; **Price:** ₹7.01 lakh (ex-Delhi); **Test kpl:** 13.8; **Total mileage:** 2,700km; **Driver:** Devesh Shobha; **Why it's here:** To see if it can dethrone the Hyundai i20



MARUTI CELERIO

## Object of attention

**REPORT 4** **Spec:** 793cc, 2cyl diesel, 47bhp, 125Nm, 5M; **Price:** ₹5.7 lakh (ex-Delhi); **Test kpl:** 18; **Total mileage:** 1,900km; **Driver:** Murali Menon; **Why it's here:** To see how Maruti's 2cyl hatch copes with the rigours of urban driving

**O**ver the years, I have driven a variety of fancy/interesting cars in India. I distinctly remember piloting a Rolls-Royce Phantom through Mumbai's hellish traffic; darting about town in a Mazda Miata; scaring myself and my co-passengers in the last generation BMW M5... And, every time I have been in one of these luxu-barges/crackers, I have had to entertain many an enquiry from all sorts of road users. Which is, of course, par for the course when you are driving a missile or a long, shiny car that screams 'I have more money than you can ever hope to make in your next ten lives, you pathetic fellow road-user'. But, I honestly didn't expect the Celerio ZDI to be the object of curiosity – of any sort. That is what happened, though, a couple of weeks ago. There I was negotiating late-evening traffic in Andheri when I saw – in the rear view mirror – a gent on a scooter waving at me. He also had a pillion, his wife, and his son (trillion?), who was standing on the scooter's floorboard. When he finally caught up with me at a traffic signal, he knocked on the window, and waved again.

"Nice car. Which one?" he said, as I lowered the window.

I plied him with the details.

"It looks like this car is just made for the city, haan?"

I summarised the car's strengths and weaknesses.

### IN DETAIL



Not a speed demon. Helps matters at the fuel pump

He nodded, and then turned around to look at his wife.

"Celerio Diesel. We will take a look," he said, and the lights turned green.

Truth be told, I have been taking my little long-term for granted. I drive it, I park it, I fill it with fuel and I drive it some more. If you ask me whether it moves me, not in the literal sense, I'd say no, but there are some people who are just waiting for something like this.

So, I put myself in the shoes of the scooter-rider and found that the Celerio did make for a very appealing buy. It's tiny on the outside, but rather spacious on the inside; it has pretty decent interiors and a bunch of useful features and if you keep the engine on the boil, it can take you places (within the city), and also handle the occasional highway run.

It might not look like, say, ₹1.84 crore, or go faster than gossip, but, as my encounter with the gentleman on the scooter proved, the doughty little car has its fans.

### GARAGE LOGBOOK

MARUTI CELERIO ZDI

- ◆ Ride quality continues to impress
- ◆ Space just perfect for a family of four
- ◆ Is a joy to thread through gaps in traffic

### MILEAGE AND KPL THIS MONTH

k m 3 1 9

17





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## EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH

**01 TG Choice**  
Choosing the right variant can be confusing.  
It's not necessarily the cheapest one... or the diesel.

## Q2 The TG Rating

Simply translated: how good is the vehicle in numbers?  
Out of say, 10?

**03 Price in your city**  
Indicative ex-showroom prices. On-road for Mumbai and Delhi. Accurate at the time of going to press.

#### 04 India Sales

Don't just go by what we write.  
See how fellow buyers treated the company in the recent past.

## 05 Company description

Just who are you dealing with here?  
The low-down on the company behind the automobile.

## 06 More stuff to read

Added insight into the world of TopGear via these little oases of slightly grumpy opinion

### 07 Fuel efficiency

'Average kitna hai?' The real-world figure for real-world situations.

## 08 Dimensions

Making sure you know if your car will fit in your parking slot. Yeah, that's going to be important too.

**0-100KPH** Our very own test time in seconds to reach 100km from a standing start

**PARKING AID** Parking sensors  Reverse camera 

\* indicates ex-showroom prices for Mumbai and Delhi

TATA TO TOYOTA

02



**Safari**

**TG Choi**

L: 465cm V

NEW  
TRY

**05** **Company**  
also churns  
numbers.

**04 India sales**  
For full listing  
[www.top500india.com](http://www.top500india.com)

**Rolla Altis:** The ne  
**Choice:** The diesel GL  
4cm **W:** 176cm **H:** 147.5cm **Boot**

are usually ch...  
Clearance: 17...  
1796cc 6M 135  
1796cc 6M 135

07

TOPGEAR.COM | OCTOBER 2014 169



TOPGEAR  
NEW CAR GUIDE

Buyers Guide continued ▶

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

**ASTON MARTIN** Dealers 1 Warranty na Website [www.astonmartin.com](http://www.astonmartin.com)

Company description: Arguably the UK's most desirable marque, thanks to genuinely good supercars.

**TG Awards: Most improved supercar of the year 2014: Rapide S**  
'As far as improvements in road dynamics goes, there's been nothing as impressive as the ones on the Rapide S'**DB9:** Overshadowed by the DBS and undercut by the Vantage, the DB9 is still the quintessential Aston. **Build: Import****TG Choice:** Well not the Volante. So that only leaves the fixed head. Which will do nicely.**L:** 471cm, **W:** 206cm **H:** 128cm **Boot:** 186 litres, **Fuel Tank:** 80 litre, **Ground Clearance:** NA **Also try:** Bentley Continental GT, Ferrari California and Maserati GranTurismo.

DB9 6.0 V12	na	na	na	190*	12cyl 5935cc	8A	510	620	306	4.8	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
DB9 6.0 V12 Volante	na	na	na	200*	12cyl 5935cc	8A	510	620	304	4.8	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**Rapide:** A ball-aching beauty of a saloon and a proper poke in the eye for Porsche's Panamera Turbo. **Build: Import****TG Choice:** There is only one and it's got a 552bhp V12 with 630Nm torque. So we'll take it.**L:** 502cm, **W:** 214cm **H:** 136cm **Boot:** 317 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** NA **Also try:** Porsche Panamera, Ferrari FF, Maserati Quattroporte

Rapide 6.0 V12	na	na	na	220*	12cyl 5935cc	8A	552	630	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Rapide S	na	na	na	220*	12cyl 5935cc	8A	552	630	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**Vanquish:** A grand tourer in the truest sense of the term. **Build: Import****TG Choice:** The Coupe is the only version on sale.**L:** 472.8cm, **W:** 191.2cm **H:** 129.4cm **Boot:** 144 litres, **Fuel Tank:** 78 litre, **Ground Clearance:** NA **Also try:** Bentley Continental GT, Porsche 911 Turbo S

Coupe	na	na	na	na	12cyl 5935cc	8A	568	630	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
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**AUDI** Dealers 35 Warranty 2yrs Website [www.audi.in](http://www.audi.in)

Company description: Classy and understated alternative to the driver-oriented BMW and the staid Mercedes. Oozing Teutonic quality.

**TG Awards: Saloon of the Year 2015: Audi A3**  
'The A3 has every creature comfort you'd need.'**A3:** Audi's brought the three-box version of the A3 to compete with the A-Class and the 1-Series. **Build: Assembled****TG Choice:** The 40TFSI as its combination of the brilliant TSI motor and the quick-witted 7-speed S-tronic auto 'box is excellent.**L:** 445.6cm, **W:** 179.6cm, **H:** 141.6cm **Boot:** 425 litres, **Fuel Tank:** 50 litre, **Ground Clearance:** NA **Also try:** BMW 1-Series, Mercedes-Benz A-Class

35TDI Attraction	na	22.95*	na	29.62	4cyl 1968cc	6A	140	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
35TDI Premium	na	25.95*	na	34.69	4cyl 1968cc	6A	140	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
35TDI Premium Plus	na	29.95*	na	39.55	4cyl 1968cc	6A	140	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
35TDI Technology	na	32.66*	na	42.90	4cyl 1968cc	6A	140	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
40TFSI Premium	na	25.5*	na	25.5*	4cyl 1798cc	7A	177	250	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
40TFSI Premium Plus	na	28.95*	na	38.30	4cyl 1798cc	7A	177	250	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
40TFSI Cabriolet	na	44.75*	na	na	4cyl 1798cc	7A	177	250	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**A4:** Audi's best-seller gets plastic surgery. And becomes a nagging worry for other Germans in the game. **Build: Assembled****TG Choice:** The 2.0 Tdi as its a great value-for-money proposition and runs on a more affordable fuel.**L:** 470cm, **W:** 183cm **H:** 142.7cm **Boot:** 480 litres, **Fuel Tank:** 63 litre, **Ground Clearance:** NA **Also try:** BMW 3-Series, Mercedes-Benz C-Class

2.0TDI Std	38.62	37.86*	38.62	39.16	4cyl 1968cc	8A	148	320	210	9.47	13.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
35TDI Premium	na	na	na	45.11	4cyl 1968cc	8A	174	380	220	8.37	13.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
35TFSI Premium	35.62	34.91*	35.62	39.98	4cyl 1798cc	8A	168	320	210	8.77	9.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
35TDI Technology	57.31	56.22*	57.31	50.32	4cyl 1968cc	8A	174	380	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
S4	52.12	51.11*	52.12	50.26*	6cyl 2995cc	7A	329	440	na	4.63	8.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**A6:** Good-looking, accomplished executive saloon – now with that beardy front grille after the redesign. **Build: Assembled****TG Choice:** The 35TDI S-Line is the only variant available... unless you want that RS6.**L:** 491.5cm, **W:** 187.4cm **H:** 145.5cm **Boot:** 530 litres, **Fuel Tank:** 65 litre, **Ground Clearance:** 11.8cm **Also try:** BMW 5-Series, Mercedes-Benz E-Class, Volvo S80

35TDI S-Line	na	na	na	49.5*	4cyl 1958cc	7A	188	400	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
RS6 Avant	139	135*	na	135*	8cyl 3993cc	8A	552	700	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10

**A7:** Perfect mix of sportiness, comfort and styling evokes instant desire. You'll never feel you're in a four-door. **Build: Import****TG Choice:** The 3.0 TDI Quattro, is powerful and sips fuel frugally.**L:** 496cm, **W:** 191cm **H:** 141.9-142cm **Boot:** NA, **Fuel Tank:** 75 litre, **Ground Clearance:** NA **Also try:** Mercedes CLS, BMW 6 series Gran Coupe

3.0 TDI Quattro	88.00	85.88*	88.00	84.85*	6cyl 2967cc	7A	241	500	250	6.07	8.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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Audi continued

Price				Numbers							Features											
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING	
130	127*	130	125*	8cyl 3993cc	7A	552	700	na	na	na											8/10	

RS7 Sportback

130

127\*

130

125\*

8cyl 3993cc

7A

552

700

na

na

na

na

na

na

na

na

na

na

na

na

na

8/10

**A8 L:** You can't ask for a more perfect car than this. Not for ordinary mortals.

Build: Import

**TG Choice:** The 4.2 TDI gives you a great mix of luxury and power.

L: 526.7cm, W: 194.9cm H: 147.1cm Boot: 510 litres, Fuel Tank: 90 litre, Ground Clearance: 12.4cm Also try: BMW 7-Series, Mercedes-Benz S-Class

60 TFSI Quattro

130

144

130

166

8cyl 3993cc

8A

429

600

250

na

na

na

na

na

na

na

na

na

na

na

na

7/10

3.0 TDI

115

130

115

147

6cyl 2967cc

8A

246

580

250

6.5

7.4

na

na

na

na

na

na

na

na

na

na

7/10

4.2 TDI Quattro

126

141

126

161

8cyl 4134cc

8A

345

800

250

5.16

8

na

na

na

na

na

na

na

na

na

na

8/10

**Q3:** Audi says this rivals the Range Rover Evoque! Not sure about that, but it's definitely capable.

Build: Assembled

**TG Choice:** The High grade, comes with a easy-to-use MMI system and a bunch of other useful features.

L: 438.5cm, W: 183.1cm H: 160.8cm Boot: 460 litres, Fuel Tank: 64 litre, Ground Clearance: NA Also try: BMW X1

35TDI q Premium

na

na

na

39.59

4cyl 1968cc

7A

174

380

212

7.94

11

na

na

na

na

na

na

na

na

na

na

7/10

35TDI q Premium Plus

na

na

na

46.78

4cyl 1968cc

7A

177

380

212

7.94

11

na

na

na

na

na

na

na

na

na

na

7/10

S Edition

24.91

24.99\*

24.91

na

4cyl 1968cc

6M

138

320

na

7.94

11.04

na

na

na

na

na

na

na

na

na

na

7/10

**Q5:** It may not have the panache of the Q7 that Bollywood loves, but the Q5 does mean business.

Build: Assembled

**TG Choice:** The 3.0 TDI Quattro, with the engine carried over from the Q7 but this is quicker, thanks to half-a-tonne less weight

L: 462.9cm, W: 188cm H: 165.5cm Boot: 540 litres, Fuel Tank: 75 litre, Ground Clearance: 20.5cm Also try: BMW X3, Mitsubishi Montero

30 TDI Technology

na

44.89

na

54.25

4cyl 1968cc

7A

174

380

na

na

na

na

na

na

na

na

na

na

na

na

na

7/10

45 TDI Technology

na

52.10

na

67.45

6cyl 2967cc

7A

241

580

225

6.5

12.2

na

na

na

na

na

na

na

na

na

na

7/10

**Q7:** A capable and competitively priced seven-seat SUV that'll put the frighteners on Mercedes and BMW.

Build: Import

**TG Choice:** Technology since it gets pretty much everything you'd need.

L: 502.5cm, W: 196.8cm H: 174cm Boot: 295 litre, Fuel Tank: 75 litre, Ground Clearance: NA Also try: BMW X5, Mercedes-Benz GL-Class, Volvo XC90

Premium Plus

na

72\*

na

na

6cyl 2967cc

8A

245

600

na

na

10.7

na

na

na

na

na

na

na

na

na

na

8/10

Technology

na

77.5\*

na

na

6cyl 2967cc

8A

245

600

na

na

10.7

na

na

na

na

na

na

na

na

na

na

8/10

**RS5:** Artful lesson in understatement, the RS5 does desirable minus the flash.

Build: Import

**TG Choice:** Just hand us the keys to the 444bhp V8. Thank you.

L: 464cm, W: 186cm H: 136.6cm Boot: NA, Fuel Tank: 61 litres, Ground Clearance: NA Also try: BMW M4

RS 5

100

98.32\*

100

96.90\*

8cyl 4163cc

7A

444

430

250

5.07

4.5

na

na

na

na

na

na

na

na

na

na

9/10

**R8:** The supercar to have right now. Beautiful, sophisticated, quick as the wind and comfortable to boot.

Build: Import

**TG Choice:** Buy the V10, it's borrowed from the Lamborghini Gallardo and sells at half the price.

L: 443cm, W: 190cm H: 124.4-125.2cm Boot: 100 litres, Fuel Tank: 90 litre, Ground Clearance: NA Also try: Lamborghini Gallardo, Porsche 911

V8 4.2FSI

163

163\*

163

157\*

8cyl 4163cc

7A

424

430

300

4.6

na

na

na

na

na

na

na

na

na

na

na

9/10

V10 5.2FSI

191

187\*

191

184\*

10cyl 5204cc

7A

517

540

314

4.1

na

na

na

na

na

na

na

na

na

na

na



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Buyers Guide continued

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

**BENTLEY** Dealers 1 Warranty 3 Website [www.bentleymotors.com](http://www.bentleymotors.com)

Company description: Has got a new lease of life with an injection of Volkswagen cash, but still as British as the monarchy.

TG Awards: -

**Continental:** Sumptuous, superb over distances, with more appeal to younger millionaires.

Build: Import

**TG Choice:** The GT Super Sports should be just fine. It will be good to the environment as it runs on ethanol too. Tree huggers rejoice!

L: 480.0cm, W: 222.5cm H: 140.1-148.8cm Boot: 358 litres, Fuel Tank: 90 litre, Ground Clearance: NA Also try: Other Bentleys, really? That's about it

GT	na	356*	na	356*	12cyl 5998cc	8A	582	720	318	4.8	6.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
GT Speed	na	400*	na	400*	12cyl 5998cc	8A	626	820	330	4.5	6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Flying Spur V8	na	310*	na	310*	8cyl 3993cc	8A	500	660	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Flying Spur W12	na	340*	na	340*	12cyl 5998cc	8A	626	820	320	5.2	5.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
GT V8	na	329*	na	329*	8cyl 3993cc	8A	500	660	303	4.8	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
GTC	na	388*	na	388*	12cyl 5998cc	8A	567	700	314	5.1	5.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**Mulsanne:** Replacement for the Arnage, and every bit as opulent.

Build: Import

**TG Choice:** Depends on how you want to spec it. The rich are spoilt for choice (aren't they always?).

L: 557.5, W: 192.6cm H: 152.1cm Boot: 443 litres, Fuel Tank: 96 litre, Ground Clearance: NA Also try: Rolls Royce Ghost

Mulsanne	na	567*	na	567*	8cyl 6752cc	8A	505	1020	296	5.3	5.9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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**BMW** Dealers 21 Warranty 3yrs Website [www.bmw.in](http://www.bmw.in)

Company description: A model of German efficiency, the firm still prides itself on making supremely engineered cars aimed at the driver.

TG Awards: Performance Car of the Year 2015: M3  
'The M3 sticks to its line brilliantly, and plasters a wide smile on your face'**1 Series:** The country's only RWD hatchback. Fun to drive, but it is as good as the A-Class?

Build: Assembled

**TG Choice:** The 118d Sport Plus has a frugal yet powerful diesel engine and comes with all the thrills and frills.

L: 432.4cm W: 176.5cm H: 142.1cm Boot: na Fuel Tank: 52 litres, Ground Clearance: na Also try: Mercedes-Benz A-Class, Mini Countryman

118d Sport Line	29.9	29.9*	29.9	29.9*	4cyl 1995cc	8A	140	320	215	8.91	13.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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**3 Series:** The 3 has always been the best sport saloon since it was born. The new 3 is still so.

Build: Assembled

**TG Choice:** The 320d Sport Line visually striking with its sporty cues and has the all purpose 2-litre diesel.

L: 482.4cm W: 181.1cm H: 142.9cm Boot: na Fuel Tank: 60 litres, Ground Clearance: na Also try: Audi A4, Mercedes-Benz C-Class

320d	28.9	33.68	28.9	42.75	4cyl 1995cc	8A	181	380	235	7.33	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
320d Sport Line	31.5	36.65	31.5	47.17	4cyl 1995cc	8A	181	380	235	7.33	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
320d Luxury Line	31.5	36.65	31.5	47.17	4cyl 1995cc	8A	181	380	235	7.33	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
320d Luxury line Plus	36.9	42.83	36.9	45.69	4cyl 1995cc	8A	181	380	235	7.33	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
328i Sport Line	37.9	43.96	37.9	51.92	4cyl 1997cc	8A	241	350	250	6.16	10.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
320d GT	42.75	42.75*	42.75	53.13	4cyl 1995cc	8A	181	380	NA	NA	NA	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
M3	121	121*	121	121*	6cyl 2979cc	7A	425	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10

**5 Series:** A return to form for the '5', with more palatable styling, a better ride and BMW's stock-in-trade quality.

Build: Assembled

**TG Choice:** The 530d M Sport is the most fun you will have in a 5 series, unless you throw the M5 into the mix.

L: 490.7, W: 186cm H: 146.2cm Boot: 520 litres, Fuel Tank: 70 litre, Ground Clearance: 15.8 cm Also try: Audi A6, Mercedes-Benz E-Class, Volvo S80

520d Modern	47.7	54.37	na	61.90	4cyl 1995cc	8A	181	380	226	8.3	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
520d Luxury	47.7	54.37	na	61.90	4cyl 1995cc	8A	181	380	226	8.3	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
525d Luxury Plus	52.8	60.08	na	68.17	4cyl 1995cc	8A	214	450	226	8.3	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
530d M Sport	58.9	62.37	na	73.32	6cyl 2993cc	8A	254	560	250	6.13	11.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
M5 XXXXXX	119	119*	119	119*	6cyl 2979cc	7A	425	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10

**6 Series Gran Coupe:** The best all-round tourer in India. Now fresher thanks to a mid-life facelift Build: Import**TG Choice:** You're restricted to trim levels for now.

L: 489cm, W: 189cm H: 139.2cm Boot: Na, Fuel Tank: 70 litre, Ground Clearance: 123cm Also try: Mercedes SL class

640d Eminence	na	114	na	na	6cyl 2993cc	8A	313	630	250	5.5	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
640d Design Pure Exp	na	121	na	na	6cyl 2993cc	8A	313	630	250	5.52	8.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
M6 XXXXXX	119	119*	119	119*	6cyl 2979cc	7A	425	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10

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NEW CAR GUIDE

BMW continued

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

**7 Series:** Much improved. BMW's super saloon is now a half-decent match for the class-whipping S-Class.

Build: Import

**TG Choice:** The 730Ld should be fine, as it's a car to be driven in.

L: 517.9cm W: 213.3cm H: 148.1cm Boot: 520 litres, Fuel Tank: 88 litre Ground Clearance: na Also try: Audi A8, Mercedes-Benz S-Class

750Li	86.8	113.3	86.8	175	8cyl 4395cc	6A	442	650	250	6	7.9																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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**i8:** A sci-fi fantasy brought to life. A hybrid sportscar. The i8 is a combination of both, and it is spectacular

Build: Import

**TG Choice:** You wouldn't be bothered with variants when it looks the way it does, would you?

L: 423.9cm W: 179cm H: 129.1cm Boot: na Fuel Tank: 90 litre, Ground Clearance: na Also try: Looking for an abandoned spaceship.

i8	229	229*	229	229*	3cyl 1499cc	6A	356	570	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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**M4:** The M3 Coupe lives on, but with a new name: the M4. Now powered by a turbocharged six-pot motor.

Build: Import

**TG Choice:** Only the Coupe is available for now.

L: 467.1cm W: 187cm H: 138.3cm Boot: na Fuel Tank: 00 litres, Ground Clearance: na Also try: Jaguar F-Type

M4 Coupe	119	119*	119	119*	6cyl 2979cc	7A	425	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
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**X1:** Right size, right price, perfect for the urban yuppie.

Build: Assembled

**TG Choice:** The 20d Expedition will be perfect. 380Nm of torque is more than enough for city and highway driving.

L: 445cm W: 180cm H: 154.5cm Boot: 420 litres, Fuel Tank: 80 litre, Ground Clearance: 19.4cm Also try: Audi Q5

20d Expedition	NA	27.9*	NA	38.38	4cyl 1995cc	8A	181	380	205	7.89	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
20d Sport Line	NA	32.5*	NA	44.83	4cyl 1995cc	8A	181	380	205	7.18	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
20d xLine	NA	32.5*	NA	44.83	4cyl 1995cc	8A	181	380	205	7.18	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
M Sport	37.9	37.9*	37.9	37.9*	4cyl 1995cc	8A	181	380	205	7.18	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**X3:** A well-sorted car tailored for the world we live in, now with squared-off corona rings.

Build: Assembled

**TG Choice:** The 20d Expedition, as it has ample power and is cheaper, too.

L: 465.7cm W: 188cm H: 167.8cm Boot: NA Fuel Tank: 67 litre, Ground Clearance: 19.4cm Also try: Audi Q5, Volvo XC60, Land Rover Freelander 2

20d Expedition	44.90	44.90*	44.90	58.31	4cyl 1995cc	8A	188	400	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
20d xLine	49.90	49.90*	49.90	64.46	4cyl 1995cc	8A	188	400	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
30d M Sport	na	59.90*	na	74.17	6cyl 2993cc	8A	255	560	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**X5:** Fatter new seven-seat X5 places it firmly in a size category above the X3 now – thankfully, it's bigger inside, too.

Build: Import

**TG Choice:** The choice is simple, really: the 30d for the practical ones, and the X5M for those who don't give a hoot.

L: 485.4, W: 219.7cm H: 176.2cm Boot: 620 litres, Fuel Tank: 85 litre, Ground Clearance: 21.2 cm Also try: Audi Q7, Mercedes-Benz M-Class, Porsche Cayenne, Range Rover Sport

30d 7-str	55.7	62.25	55.7	87.69	6cyl 2993cc	8A	254	560	210	8.3	10.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
X5M	na	155*	na	155*	8cyl 4395cc	8A	571	700	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**X6:** It's an SUV! No, it's a coupe! No, it's both. BMW has stretched the boundaries for a 'niche' product.

Build: Import

**TG Choice:** The 40d, as that's the only variant available for now. The M will come at a later date

L: 490.9cm W: 217cm H: 170.2cm Boot: 580 litres Fuel Tank: 85 litre Ground Clearance: 21.1 cm Also try: Porsche Macan

40d	na	115*	na	151	6cyl 2993cc	8A	308	600	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
X6M	na	160*	na	160*	8cyl 4395cc	8A	571	700	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**Z4:** BMW's answer to Merc's SLK and Porsche's Cayman. It's fast. It's topless and it drives well.

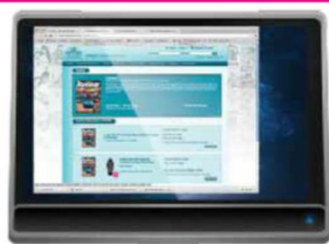
Build: Import

**TG Choice:** No option but the 35i for now. Same engine but tuned for more power.

L: 423.9cm W: 179cm H: 129.1cm Boot: na Fuel Tank: 90 litre, Ground Clearance: na Also try: Mercedes-Benz SLK, Porsche Boxster.

Z4 SDrive 35is	na	98.49	84.1	109	6cyl 2979cc	8A	301	400	250	6.07	5.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
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Buyers Guide continued



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# TOPGEAR NEW CAR GUIDE

Buyers Guide continued

Price				Numbers						Features											TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	



**CHEVROLET** Dealers 279 Warranty 3 Website [www.chevrolet.co.in](http://www.chevrolet.co.in)

Company description: Madee its mark with confident design and products like the Cruze and the Beat. Buyers are slowly showing that confidence too.

**TG Awards: Saloon of the year 2009: Cruze** "That the Cruze is a better buy than its immediate competitors - Civic and Corolla - will be as obvious to you as Salman Khan's biceps"

**Beat:** Another smart new Chevy design. Tries hard to play city car and highway cruiser roles. Succeeds reasonably.

**TG Choice:** The LT packs a lot of features at a reasonable price.

L: 364cm W: 159cm H: 155cm Boot: na, Fuel Tank: 45 litre, Ground Clearance: 17.5cm Also try: Hyundai i10, Maruti Suzuki Ritz

Base	4.03	4.19	4.03	5.32	4cyl 1199cc	5M	77	106	150	na	na	*	*	*	*	*	*	*	*	*	4/10
LS	4.29	4.49	4.29	5.64	4cyl 1199cc	5M	77	106	150	na	na	*	*	*	*	*	*	*	*	*	5/10
LT	4.71	4.97	4.71	6.14	4cyl 1199cc	5M	77	106	150	na	na	*	*	*	*	*	*	*	*	*	5/10
LT Opt	5.20	5.29	5.20	6.47	4cyl 1199cc	5M	77	106	150	na	na	*	*	*	*	*	*	*	*	*	5/10
Base Diesel	4.86	5.11	4.86	6.44	3cyl 936cc	5M	56	142	150	na	17	*	*	*	*	*	*	*	*	*	4/10
LS Diesel	5.13	5.42	5.13	6.78	3cyl 936cc	5M	56	142	150	na	17	*	*	*	*	*	*	*	*	*	5/10
LT Diesel	5.55	5.88	5.55	7.30	3cyl 936cc	5M	56	142	150	na	17	*	*	*	*	*	*	*	*	*	5/10
LT Opt Diesel	6.04	6.07	6.04	7.90	3cyl 936cc	5M	56	142	150	na	17	*	*	*	*	*	*	*	*	*	5/10



**Captiva:** At long last, Chevy is adding new cars to Daewoo knock-offs. This seven-seat SUV isn't a bad effort either. Build: Import

**TG Choice:** Two lakh cheaper than the AWD variants, the 2.2 LT has no all-wheel-drive, but hey, you won't need one in a city SUV.

L: 467 cm W: 187cm H: 175.5cm Boot: 465 litres, Fuel Tank: 65 litre, Ground Clearance: 17.7cm Also try: Honda CR-V, Nissan X-Trail

2.2 LT	23.54	21.88	23.54	30.66	4cyl 2231cc	6M	183	400	178	na	na	*	*	*	*	*	*	*	*	*	5/10
2.2 AWD LTZ	25.67	25.62	25.67	33.47	4cyl 2231cc	6A	183	400	178	na	na	*	*	*	*	*	*	*	*	*	5/10



**Cruze:** This car can leave wet spot marks on the trousers of the Civic and the Corolla.

**TG Choice:** The LTZ MT for the true enthusiast.

L: 459.7 cm W: 178.8cm H: 147.7cm Boot: na Fuel Tank: na Ground Clearance: 16.5cm Also try: Honda Civic, Toyota Corolla Altis

LT	14.02	16.15	14.02	17.80	4cyl 1998cc	6M	164	360	200	9.83	12	*	*	*	*	*	*	*	*	*	6/10
LTZ MT	15.54	17.88	15.54	19.66	4cyl 1998cc	6M	164	360	200	9.83	12	*	*	*	*	*	*	*	*	*	6/10
LTZ AT	16.57	18.93	16.57	20.93	4cyl 1998cc	6A	164	360	200	9.5	11.5	*	*	*	*	*	*	*	*	*	7/10



**Spark:** Cute, cheap runabout, now with the oomph to keep it up in town thanks to the new 1.0L engine. Also available in LPG.

**TG Choice:** 1 as it is the cheapest of the lot and other variants do not offer any significant upgrades.

L: 349.5, W: 149.5cm. Boot: 104 litres, Fuel Tank: 38 litre, Ground Clearance: 17 cm Also try: Hyundai Santro Xing, Maruti's tall boy pair

1.0	3.50	3.51	3.50	4.61	4cyl 995cc	5M	60	87	145	16.9	13.6	*	*	*	*	*	*	*	*	*	3/10
1.0 LS	3.77	3.89	3.77	4.93	4cyl 995cc	5M	60	87	145	16.9	13.6	*	*	*	*	*	*	*	*	*	4/10
1.0 LT	4.06	4.21	4.06	5.28	4cyl 995cc	5M	60	87	145	16.9	13.6	*	*	*	*	*	*	*	*	*	4/10



**Enjoy:** The Enjoy is Chevrolet's answer to the Maruti Ertiga. Petrol pretty quick, diesel decently efficient. Reasonably priced too.

**TG Choice:** LTZ Diesel as it offers a good mix of features along with the goodness of diesel. Mid-spec LT trim available too.

L: 430.5, W: 168cm H: 175cm Boot: 195 litres, Fuel Tank: 50 litre, Ground Clearance: na Also try: Maruti Ertiga, Mahindra Xylo, Nissan Evalia

LS Petrol 8STR	5.84	5.49*	5.84	7.61	4cyl 1399cc	5M	99	131	na	13.9	12.1	*	*	*	*	*	*	*	*	*	4/10
LS Petrol 7STR	5.87	5.54*	5.87	7.64	4cyl 1399cc	5M	99	131	na	13.9	12.1	*	*	*	*	*	*	*	*	*	4/10
LTZ Petrol 7STR	7.23	7.12*	7.23	9.28	4cyl 1399cc	5M	99	131	na	13.9	12.1	*	*	*	*	*	*	*	*	*	5/10
LS Diesel 8STR	7.10	6.69*	7.10	9.31	4cyl 1248cc	5M	74	172	na	19.7	15	*	*	*	*	*	*	*	*	*	5/10
LS Diesel 7STR	7.13	6.76*	7.13	9.34	4cyl 1248cc	5M	74	172	na	19.7	15	*	*	*	*	*	*	*	*	*	5/10
LTZ Diesel 7STR	8.27	8.00*	8.27	10.74	4cyl 1248cc	5M	74	172	na	19.7	15	*	*	*	*	*	*	*	*	*	5/10



**Sail U-VA:** It's a no-nonsense car in a country with way better no-nonsense cars

**TG Choice:** LT Diesel as it has a proven engine, rides well and is spacious. (Available in Base and LS variants too)

L: 394.6cm W: 196cm H: 156cm Boot: 248 litres, Fuel Tank: 42 litre, Ground Clearance: 17.4 cm Also try: Maruti Suzuki Ritz

LT ABS Petrol	5.68	6.11	5.68	7.55	4cyl 1199cc	5M	82	108	na	13.85	13.2	*	*	*	*	*	*	*	*	*	5/10
LT ABS Diesel	6.73	7.53	6.73	8.99	4cyl 1248cc	5M	74	190	na	na	na	*	*	*	*	*	*	*	*	*	5/10



**Sail:** Pocket-friendly pricing, neat styling and good ride. Should put Chevrolet back in to the entry-sedan game

**TG Choice:** 1.3 TCDi LT ABS as it gets all the safety features and decent amount of features.

L: 424.9 cm W: 169cm H: 150.3cm Boot: 370 litres, Fuel Tank: 42 litre, Ground Clearance: 17.4cm Also try: Maruti Suzuki DZire, Mahindra Verito, Ford Classic

1.2	5.24	4.99*	5.24	6.85	4cyl 1199cc	5M	82	108	na	na	na	*	*	*	*	*	*	*	*	*	4/10
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# ZINIO/MAGZTER

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# TOPGEAR NEW CAR GUIDE

Chevrolet continued

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TC RATING
1.2 LS ABS	6.02	5.70*	6.02	7.85	4cyl 1199cc	5M	82	108	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10
1.2 LT ABS	6.49	6.41*	6.49	8.38	4cyl 1199cc	5M	82	108	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10
1.3 TCDi	6.45	6.29*	6.45	8.47	4cyl 1248cc	5M	74	190	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10
1.3 TCDi LS ABS	7.05	6.80*	7.05	9.32	4cyl 1248cc	5M	74	190	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10
1.3 TCDi LT ABS	7.67	7.51*	7.67	10.04	4cyl 1248cc	5M	74	190	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10

**Trailblazer:** Bigger than a Fortuner, more powerful than a Fortuner. Why won't you look at it?

**TG Choice:** TG Top Tip: Choose the only variant on sale.

L: 487.8 cm W: 213.2 cm H: 185.1 cm Boot: 205 litres Fuel Tank: na++ Ground Clearance: 25.3 cm Also try: Toyota Fortuner

LTZ 2WD AT	26.9	26.4*	26.9	27.46*	4cyl 2776cc	6A	197	500	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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**DATSUN** Dealers 141 Warranty 2yrs Website [www.datsun.co.in](http://www.datsun.co.in)

Company description: It's back from the dead: Nissan has revived Datsun, only this time, it's to sell inexpensive hatches and micro-MPVs

TG Awards: -

**Go:** Essentially a Micra that doesn't look like one, and cheaper too. Win-win!

**TG Choice:** T is the one to go for, as it is the one with all the features that you'd need.

L: 378.5 cm W: 163.5 cm H: 148.5 cm Boot: 265 litre Fuel Tank: Na, Ground Clearance: Na Also try: Maruti Alto 800, Hyundai Eon.

D	3.23	3.57	3.29	4.02	3cyl 1198cc	5M	67	104	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	3/10
A	3.58	3.88	3.65	4.44	3cyl 1198cc	5M	67	104	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10
T	4.04	4.13	4.12	4.98	3cyl 1198cc	5M	67	104	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10



**Go+:** A Go that thinks it's an MPV. It does have seats for seven, yes, and it is just as barebones as the hatchback

**TG Choice:** T is the one to go for, as it is the one with all the features that you'd need.

L: 378.5 cm W: 163.5 cm H: 148.5 cm Boot: 265 litre Fuel Tank: Na, Ground Clearance: Na Also try: Spending more and buying a proper MPV

D	3.79	3.79*	3.86	4.66	3cyl 1198cc	5M	67	104	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10
A	4.14	4.15*	4.22	5.08	3cyl 1198cc	5M	67	104	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
T	4.61	4.61*	4.69	5.67	3cyl 1198cc	5M	67	104	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10



**FERRARI** Dealers 2 Warranty 3yrs Website [www.ferrari.com](http://www.ferrari.com)

Company description: Iconic Italian marque with a huge back-catalogue of fabulous cars and motorsport successes. The envy of the automotive world.

TG Awards: Luxury car of the year 2013: FF 'After the FF, all the other grand-tourers or 2+2s which lack space at the back, which are heavy, should bury their heads in potholes'

**458:** The finest sportscar of the past five years. Utterly mind-blowing.

Build: Import

**TG Choice:** Can't go wrong with either of the variants. We'd have ours in titanium grey.

L: 453 cm W: 194 cm H: 121 cm Boot: 230 litres Fuel Tank: 86 litre, Ground Clearance: NA Also try: Aston Martin Vantage, Porsche 911 Turbo.

458 Speciale	na	na	na	na	8cyl 4499cc	7A	597	540	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	10/10
458 Spider	na	na	na	na	8cyl 4499cc	7A	562	540	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	10/10



**488 Spider:** Xxxxx finest sportscar of the past five years. Utterly mind-blowing.

Build: Import

**TG Choice:** Xxxxxx go wrong with either of the variants. We'd have ours in titanium grey.

L: 453 cm W: 194 cm H: 121 cm Boot: 230 litres Fuel Tank: 86 litre, Ground Clearance: NA Also try: Aston Martin Vantage, Porsche 911 Turbo.

Variant XXXXX	na	na	na	na	8cyl 4499cc	7A	562	540	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	10/10
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**488 GTB:** The evolution of the 458. Turbocharged, but still one hell of a machine.

Build: Import

**TG Choice:** You can only have the coupe for now.

L: 456.8 cm W: 195.2 cm H: 121.3 cm Boot: 230 litres Fuel Tank: 78 litre Ground Clearance: NA Also try: Aston Martin Vantage, Porsche 911 Turbo.

488 GTB	na	na	na	na	8cyl 3902cc	7A	661	760	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
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**California T:** The California is a lovely (now twin-turbocharged) drop-top tourer.

Build: Import

**TG Choice:** The cheapest Prancing Horse you can buy.

L: 456 cm W: 190 cm H: 132 cm Boot: 240 litres Fuel Tank: 78 litre Ground Clearance: NA Also try: Audi R8, Maserati GranCabrio, Porsche 911 Turbo.

California T	na	na	na	340*	8cyl 3855cc	7A	484	505	310	3.6	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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Buyers Guide continued



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# TOPGEAR NEW CAR GUIDE

◀ Ferrari continued

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

**F12 Berlinetta:** Spearheading the charge of the Ferrari coupes. Still keeping the V12 flag flying high **Build: Import**

**TG Choice:** *Do you really need another variant?*

**L:** 461.8cm **W:** 194.2cm **H:** 127.3cm **Boot:** na **Fuel Tank:** 92 litre **Ground Clearance:** NA **Also try:** Aston Martin V12 Vantage

F12	na	na	na	na	12cyl 6262cc	7A	730	690	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	10/10
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**FF:** A Ferrari grand tourer, but not as we know it. This is the first ever AWD Ferrari, and it's an estate. **Build: Import**

**TG Choice:** *There's only one version.*

**L:** 490cm **W:** 195cm **H:** 137.9cm **Boot:** 450 litres **Fuel Tank:** 91 litre **Ground Clearance:** NA **Also try:** Aston Martin Rapide, Bentley Continental GT.

FF	na	na	na	na	12cyl 6262cc	7A	651	683	332	3.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	10/10
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**FIAT** Dealers 64 Warranty 18months Website [www.fiat-india.com](http://www.fiat-india.com)

**Company description:** Seems to make characterful and beautiful cars even in their sleep. The Punto and Linea are brilliant.

**TG Awards:** Facelift of the Year 2015: Punto Evo  
'We didn't expect the Punto to feature such significant changes'

**Abarth 595:** The 500 with the kind of sting only the Abarth division can provide. But, it has to fight the Mini...

**TG Choice:** *This is your only option.*

**L:** 365.7cm **W:** 162.7cm **H:** 148.5cm **Boot:** na **Fuel Tank:** na **Ground Clearance:** na **Also try:** Mini

595 Competizione	na	29.85*	na	na	4cyl 1368cc	5A	158	230	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
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**Linea:** Big sedan loaded to the brim with features at a bargain price.

**TG Choice:** *T-Jet should have been here the first time around – still, better late than never.*

**L:** 456, **W:** 173cm **H:** 148.7-149.4cm **Boot:** 500 litre, **Fuel Tank:** 45 litre, **Ground Clearance:** 18.5cm **Also try:** Honda City, Ford Fiesta, VW Vento

Active	7.25	7.85	7.23	8.34	4cyl 1368cc	5M	90	115	168	15.6	8	*	*	✓	✓	*	✓	✓	*	*	*	6/10
Dynamic	8.27	7.95	8.25	8.77	4cyl 1368cc	5M	90	115	168	15.6	8	*	*	✓	✓	*	✓	✓	*	*	*	6/10
Active D	8.30	9.12	8.28	10.14	4cyl 1248cc	5M	91	209	na	na	na	*	*	✓	✓	*	✓	✓	*	*	*	6/10
Dynamic D	9.35	10.25	9.23	11.58	4cyl 1248cc	5M	91	209	na	na	na	*	*	✓	✓	✓	✓	✓	*	*	✓	6/10
Emotion D	9.72	10.66	9.70	12.24	4cyl 1248cc	5M	91	209	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
T-Jet	8.82	9.65	8.92	na	4cyl 1368cc	5M	113	207	165	11.1	12.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
T-Jet+	9.32	10.19	9.43	na	4cyl 1368cc	5M	113	207	165	11.1	12.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Classic Multijet Diesel	6.95	8.00	6.95	8.60	4cyl 1248cc	5M	76	197	na	na	na	*	*	✓	✓	*	✓	✓	*	*	*	6/10
Classic Plus Multijet Diesel	7.50	8.62	7.50	9.25	4cyl 1248cc	5M	76	197	na	na	na	*	*	✓	✓	*	✓	✓	*	*	*	6/10
Classic Petrol	5.99	6.63	5.99	7.28	4cyl 1368cc	5M	90	115	na	na	na	*	*	✓	✓	*	✓	✓	*	*	*	6/10



**Punto Evo:** Looks incredible, drives well, priced competitively. There's an Abarth version, too!

**TG Choice:** *The Emotion Sport diesel is still the pick of the lot, but the Abarth is very tempting.*

**L:** 398.9cm **W:** 168.7cm **H:** 152.5cm **Boot:** na **Fuel Tank:** 45 litre **Ground Clearance:** 18.5-20.5cm **Also try:** Maruti Swift, Hyundai i20, Volkswagen Polo

Active 1.2	4.67	4.55*	4.65	6.02	4cyl 1172cc	5M	67	96	na	na	na	*	*	✓	✓	*	✓	✓	*	*	*	7/10
Dynamic 1.2	5.24	5.12*	5.22	6.57	4cyl 1172cc	5M	67	96	175	na	13	*	*	✓	✓	*	✓	✓	*	*	*	7/10
Emotion 1.4	6.80	6.66*	6.78	8.68	4cyl 1368cc	5M	89	115	175	12.5	13	*	✓	✓	✓	✓	✓	✓	*	*	*	7/10
Active 1.3 D	5.40	5.27*	5.37	7.24	4cyl 1248cc	5M	75	197	na	na	17	*	*	✓	✓	*	✓	✓	*	*	*	7/10
Dynamic 1.3 D	6.35	6.21*	6.33	8.04	4cyl 1248cc	5M	75	197	na	15.7	17	*	*	✓	✓	*	✓	✓	*	*	*	7/10
Emotion 1.3 D	6.98	6.83*	6.96	8.80	4cyl 1248cc	5M	75	197	na	15.7	17	*	✓	✓	✓	✓	✓	✓	*	*	*	7/10
Emotion 1.3 D Sport	7.35	7.20*	7.33	9.24	4cyl 1248cc	5M	92	209	170	13.6	12.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Avventura 1.4 Dynamic	na	7.05*	na	8.72	4cyl 1368cc	5M	92	115	na	na	na	*	*	✓	✓	✓	✓	✓	*	*	*	7/10
Avventura 1.3 D Emotion	na	8.17*	na	10.29	4cyl 1248cc	5M	89	209	na	na	na	✓	✓	✓	✓	✓	✓	✓	*	*	*	7/10
Abarth Punto	10.16	9.95*	10.14	10.26*	4cyl 1368cc	5M	145	212	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Avventura by Abarth	10.22	10.01*	10.19	10.3*	4cyl 1368cc	5M	140	210	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10



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# TOPGEAR NEW CAR GUIDE

Force continued

Price				Numbers						Features											TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	



**FORCE** Dealers NA Warranty 2yrs Website [www.forcemotors.com](http://www.forcemotors.com)

Company description: After selling UV to the rural market, Force has decided to join the ranks of Tata and Mahindra with home-grown SUVs.

TG Awards: -

**One:** Mechanically sound car, refined engine and good ride. Let down by interior quality and cabin design execution.

**TG Choice:** Safety is of utmost importance so we suggest going for the ABS.

L: 486cm W: 178cm H: 188.5cm Boot: na Fuel Tank: na Ground Clearance: na Also try: Tata Safari, Mahindra Scorpio

EX	10.84	na	10.79	10.72*	4cyl 2149cc	5M	81	230	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	4/10
SX	12.20	14.45	12.14	11.98*	4cyl 2149cc	5M	140	321	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	4/10
LX 4x4	na	14	na	na	4cyl 2149cc	5M	140	321	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	4/10



**Gurkha:** Want a luxurious off-roader? Look away. Want a no-frills, no-holds-barred mountain goat? Step right this way.

**TG Choice:** Soft-top 4x4 will let you fit in one more friend, apart from looking a little cooler than the hardtop.

L: 399.2cm W: 182cm H: 205.5cm Boot: na Fuel Tank: 63 litre, Ground Clearance: 21cm Also try: Mahindra Thar

Hard-top 4x4	8.65	8.50*	8.61	8.50*	4cyl 2596cc	5M	81	230	na	na	na	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	6/10
Soft-top 4x4	8.49	8.35*	8.46	8.35*	4cyl 2596cc	5M	81	230	na	na	na	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	6/10
Soft-top 4x2	6.36	6.25*	6.33	6.25*	4cyl 2596cc	5M	81	230	na	na	na	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	5/10



**FORD** Dealers 65 Warranty 2yrs Website [www.india.ford.com](http://www.india.ford.com)

Company description: Makes some of the best driver's cars in India. Right now in a period of transition. Good thing is their best is yet to come.

TG Awards: Family Car of the Year 2014: EcoSport  
'The EcoSport is the first of its kind, and so far, the only one of its kind'

**Figo Aspire:** The most dynamically sound sub-four metre sedan in India. Priced well, too.

**TG Choice:** The Titanium 1.5, if you want a punchy petrol. Titanium 1.5 D if you want maximum bang for your buck.

L: 399.5cm W: 169.5cm H: 152.5cm Boot: 359litre Fuel Tank: 40-42 litre Ground Clearance: 17.4cm Also try: Honda Amaze, Hyundai Xcent, Maruti Dzire, Tata Zest.

Ambiente 1.2 P	5.03	4.93*	5.03	5.95	4cyl 1196cc	5M	87	112	na	14.1	13.2	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
Trend 1.2 P	5.91	5.8*	5.91	6.99	4cyl 1196cc	5M	87	112	na	14.1	13.2	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
Titanium 1.2 P	6.86	6.73*	6.86	8.10	4cyl 1196cc	5M	87	112	na	14.1	13.2	✓	✓	✓	✓	✗	✗	✓	✓	✗	✗	7/10
Titanium + 1.2 P	7.42	7.28*	7.42	8.75	4cyl 1199cc	5M	87	112	na	14.1	13.2	✓	✓	✓	✓	✗	✗	✓	✓	✗	✗	7/10
Titanium 1.5 P AT	7.98	7.83*	7.98	9.38	4cyl 1499cc	6A	110	136	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✗	✗	7/10
Ambiente 1.5 D	6.05	5.93*	6.05	7.26	4cyl 1498cc	5M	99	215	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
Trend 1.5 D	6.93	6.8*	6.93	8.31	4cyl 1498cc	5M	99	215	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
Titanium 1.5 D	7.88	7.73*	7.88	9.42	4cyl 1498cc	5M	99	215	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✗	✗	7/10
Titanium + 1.5 D	8.44	8.28*	8.44	10.09	4cyl 1498cc	5M	99	215	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✗	✗	7/10



**Classic:** Ford's big player in India is a well-sorted, well thought-out car. Facelifting has made it expensive. Still competent.

**TG Choice:** The 1.6 is what BMW would look at if it needed a low-cost front-wheel-drive car.

L: 428.2cm W: 168.6cm H: 146.8cm Boot: 430litre Fuel Tank: 45 litre, Ground Clearance: 16.8cm Also try: Honda City, Hyundai Verna, Fiat Linea.

1.6 LXI Duratec	5.84	6.15	5.83	6.41	4cyl 1596cc	5M	99	146	175	11.2	12.3	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
1.6 cLXI Duratec	6.49	7.05	6.50	7.26	4cyl 1596cc	5M	99	146	175	11.2	12.3	✗	✗	✓	✓	✗	✗	✓	✗	✗	✗	6/10
1.6 Titanium Duratec	7.75	7.35	7.52	8.22	4cyl 1596cc	5M	99	146	175	11.2	12.3	✓	✓	✓	✓	✗	✗	✓	✓	✗	✗	6/10
1.4 LXI Duratorq	7.04	7.82	7.04	8.14	4cyl 1399cc	5M	67	160	155	17.1	16.1	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
1.4 Titanium Duratorq	7.48	8.29	7.48	9.61	4cyl 1399cc	5M	67	160	155	17.1	16.1	✗	✓	✓	✓	✗	✗	✓	✓	✗	✗	6/10



**Fiesta:** The new Fiesta is a changed animal with its new Aston Martin-esque front end, but still familiar.

**TG Choice:** The 1.5 diesel Titanium equipped with all the frills is quite a package to reckon with.

L: 429 cm W: 172cm H: 146.8cm Boot: 430litre Fuel Tank: 43 litre, Ground Clearance: 15.6cm Also try: Hyundai Verna, Honda City.

1.5 Ambiente D	na	7.69*	7.82*	na	4cyl 1498cc	5M	89	204	na	na	13	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	6/10
1.5 Trend D	na	8.55*	8.71*	na	4cyl 1498cc	5M	89	204	na	na	13	✓	✓	✓	✓	✗	✗	✓	✗	✗	✗	6/10
1.5 Titanium D	9.46*	9.29*	9.46*	9.69*	4cyl 1498cc	5M	89	204	na	na	13	✓	✓	✓	✓	✗	✗	✓	✓	✗	✗	6/10



**Figo:** With that Aston Martin-like face, the new Figo does look pretty handsome. It's well-equipped, too.

**TG Choice:** The Titanium is an honest-to-goodness trim level. Pick powertrain according to your needs.

L: 388.6cm W: 169.5cm H: 152.5cm Boot: 257litre Fuel Tank: 40-42 litre, Ground Clearance: 17.4cm Also try: Maruti Swift, Volkswagen Polo

1.2 Base P	4.39	4.3*	4.39	4.5*	4cyl 1196cc	5M	87	112	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	7/10
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## ZINIO/MAGZTER

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# TOPGEAR NEW CAR GUIDE

◀ Ford continued

TOPGEAR NEW CAR GUIDE	Price				Numbers							Features												TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kmph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid			
	1.2 Ambiente P	4.66	4.57*	4.66	4.78*	4cyl 1196cc	5M	87	112	na	na	na	✓	✗	✓	✗	✗	✗	✓	✗	✗	✗	7/10	
	1.2 Trend P	5.1	5.01*	5.1	5.24*	4cyl 1196cc	5M	87	112	na	na	na	✓	✗	✓	✗	✗	✗	✓	✗	✗	✗	7/10	
	1.2 Titanium P	5.87	5.76*	5.87	6.02*	4cyl 1196cc	5M	87	112	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	7/10	
	1.2 Titanium + P	6.53	6.41*	6.53	6.7*	4cyl 1196cc	5M	87	112	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	7/10	
	1.5 Titanium P	7.05	6.92*	7.05	7.24*	4cyl 1499cc	6A	110	136	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	7/10	
	1.5 Base D	5.41	5.3*	5.41	5.55*	4cyl 1498cc	5M	99	215	na	na	na	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	7/10	
	1.5 Ambiente D	5.74	5.63*	5.74	5.89*	4cyl 1498cc	5M	99	215	na	na	na	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	7/10	
	1.5 Trend D	6.1	5.98*	6.1	6.26*	4cyl 1498cc	5M	99	215	na	na	na	✓	✗	✓	✗	✗	✓	✓	✗	✗	✗	7/10	
1.5 Titanium D	6.86	6.73*	6.86	7.04*	4cyl 1498cc	5M	99	215	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	7/10		
1.5 Titanium + D	7.55	7.41*	7.55	7.75*	4cyl 1498cc	5M	99	215	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	7/10		

**EcoSport:** This compact SUV will be a game changer for the company. Looks good and drives well too.

**TG Choice:** The EcoBoost Titanium + gives you the right combination of performance and features.

L: 399.5cm W: 176.5cm H: 170.8cm Boot: 346litre Fuel Tank: 52 litre, Ground Clearance: na Also try: Renault Duster, Nissan Terrano



1.5 Ambiente P	5.68	5.59*	5.68	8.80	4cyl 1499cc	5M	110	140	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	7/10
1.5 Trend P	6.61	6.5*	6.61	9.94	4cyl 1499cc	5M	110	140	na	na	na	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	7/10
1.5 Titanium P	7.64	7.51*	7.64	11.12	4cyl 1499cc	5M	110	140	na	na	na	✗	✗	✓	✓	✗	✗	✓	✗	✗	✗	✗	7/10
1.5 Titanium P AT	8.60	8.45*	8.60	12.44	4cyl 1499cc	6A	110	140	na	13.75	12	✓	✓	✓	✗	✗	✗	✓	✓	✓	✓	✓	7/10
1.0 Titanium P	8.04	7.90*	8.04	11.64	3cyl 999cc	5M	123	170	na	12.6	13.7	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	7/10
1.0 Titanium + P	8.43	8.29*	8.43	12.42	3cyl 999cc	5M	123	170	na	12.6	13.7	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✗	7/10
1.5 Ambiente D	6.81	6.69*	6.81	10.45	4cyl 1498cc	5M	90	204	na	13.24	15.1	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	7/10
1.5 Trend D	7.74	7.61*	7.74	11.33	4cyl 1498cc	5M	90	204	na	13.24	15.1	✓	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	7/10
1.5 Titanium D	8.77	8.62*	8.77	12.64	4cyl 1498cc	5M	90	204	na	13.24	15.1	✗	✗	✓	✓	✗	✗	✓	✗	✗	✗	✗	7/10
1.5 Titanium + D	9.16	9.00*	9.16	13.37	4cyl 1498cc	5M	90	204	na	13.24	15.1	✓	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	7/10



**HONDA** Dealers 80 Warranty 2yrs Website [www.hondacarindia.com](http://www.hondacarindia.com)

Company description: Enjoys a brand value only premium German cars can beat. City continues to dominate its segment.

**TG Awards:** Family Car of the Year 2015: Honda Mobilio  
'The Mobilio bridges the gap between looking snazzy and being practical'

**Amaze:** Honda's answer to Maruti's DZire. First oil-burning Honda to hit Indian shores

**TG Choice:** The VX i-DTEC as it gets the much talked about diesel engine that's efficient and gets all the goodies too.

L: 399cm W: 168cm H: 150.5cm Boot: 400 litres Fuel Tank: 35 litre, Ground Clearance: 16.5cm Also try: Maruti DZire, Chevrolet Sail, Toyota Etios



E	5.05	5.82	5.09	6.48	4cyl 1198cc	5M	87	109	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	7/10
S	5.74	6.56	5.79	7.38	4cyl 1198cc	5M	87	109	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	7/10
SX	6.09	7.12	6.14	8.02	4cyl 1198cc	5M	87	109	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	7/10
VX	6.68	7.78	6.73	8.48	4cyl 1198cc	5M	87	109	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	✗	7/10
S AT	6.75	7.85	6.80	8.57	4cyl 1198cc	5A	87	109	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	✗	7/10
VX AT	7.61	8.79	7.69	9.55	4cyl 1198cc	5A	87	109	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	✗	7/10
EX i-DTEC	6.41	7.16	6.45	8.30	4cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	✗	6/10
S i-DTEC	6.72	7.91	6.78	8.70	4cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	✗	6/10
SX i-DTEC	6.97	8.19	7.03	9.20	4cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✓	✓	✗	✓	✓	✓	✗	✗	6/10
VX i-DTEC	7.59	8.86	7.64	9.61	4cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	✗	6/10

**City:** Looks like a facelift but its all-new underneath. Brings in more space, features and upmarket feel.

**TG Choice:** V gets you everything you would need and nothing you don't.

L: 444cm W: 169.5cm H: 149.5cm Boot: 510L Fuel Tank: 40 litre, Ground Clearance: 165cm Also try: Skoda Rapid, VW Vento, Hyundai Verna, Maruti SX4



E	7.30	8.34	7.30	9.18	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	✗	7/10
S	7.96	9.04	7.96	9.94	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	✗	7/10
SV	8.52	9.63	8.51	10.64	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	✗	7/10
SV CVT	9.52	10.73	9.51	11.96	4cyl 1497cc	CVT	117	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	✗	6/10
V	9.06	10.24	9.06	11.33	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✗	✗	✗	✓	✓	✓	✗	✗	7/10
VX	10.01	11.27	10.01	12.58	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	✗	7/10
VX CVT	11.06	12.76	11.07	13.87	4cyl 1497cc	CVT	117	145	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	✗	6/10
E i-DTEC	8.76	9.82	8.77	10.83	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	✗	6/10
S i-DTEC	9.39	10.53	9.40	11.61	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	✗	6/10
SV i-DTEC	9.82	11.09	9.83	12.35	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	✗	6/10
V i-DTEC	10.33	12.08	10.34	13.10	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	✗	6/10
VX i-DTEC	11.29	13.18	11.29	14.29	4cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	✗	6/10



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Honda continued

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

**Brio:** A complete young family hatch, comes with an aggressive price tag.**TG Choice:** The VX should work well as it comes with all the features you'd want.**L:** 361cm **W:** 168cm **H:** 150cm **Boot:** Na **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Ford Figo, Chevrolet Beat, Maruti Ritz

E	4.10	4.71	4.11	5.26	4cyl 1198cc	5M	87	109	na	na	16.5	+	+	+	+	+	+	+	+	+	+	6/10
EX	4.30	4.93	4.30	5.52	4cyl 1198cc	5M	87	109	na	na	16.5	+	+	+	+	+	+	+	+	+	+	7/10
S	4.63	5.27	4.63	5.95	4cyl 1198cc	5M	87	109	na	na	16.5	+	+	+	+	+	+	+	+	+	+	7/10
V	5.05	5.68	5.06	6.36	4cyl 1198cc	5M	87	109	na	na	16.5	+	+	+	+	+	+	+	+	+	+	7/10
VX	5.35	6.02	5.37	6.82	4cyl 1198cc	5M	87	109	na	na	16.5	+	+	+	+	+	+	+	+	+	+	7/10
VX AT	6.12	7.03	6.14	7.76	4cyl 1198cc	5A	87	109	na	na	16.5	+	+	+	+	+	+	+	+	+	+	7/10

**CR-V:** Suave, comfortable, handles well and has a great engine. It has a terrific image as well.**Build:** Assembled**TG Choice:** The 2L AT is the pick of the lot, but where the hell is that diesel?**L:** 454.4cm **W:** 182cm **H:** 168.5cm **Boot:** na **Fuel Tank:** 58 litre, **Ground Clearance:** 17cm **Also try:** Chevrolet Captiva, Nissan X-Trail

2L MT	20.92	23.37	20.89	25.79	4cyl 1997cc	6M	154	190	na	11.44	9.15	+	+	+	+	+	+	+	+	+	+	6/10
2L AT	21.94	24.51	21.91	27.91	4cyl 1997cc	5A	154	190	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
2.4L AT AVN	25.10	28.04	23.56	30.60	4cyl 2354cc	5A	187	226	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10

**Jazz:** Tons of space on offer. Very practical, very versatile, not as premium on the inside as the Elite i20.**TG Choice:** Buy the VX Petrol, for it comes with everything: 'Magic Seats' included.**L:** 395.5cm **W:** 169.4cm **H:** 154.4cm **Boot:** 354 litre **Fuel Tank:** 40 litre **Ground Clearance:** 16.5cm **Also try:** Hyundai Elite i20, VW Polo

E Petrol	5.4	5.31*	5.41	6.41	4cyl 1199cc	5M	90	110	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
S Petrol	6.05	5.94*	6.05	7.15	4cyl 1199cc	5M	90	110	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
SV Petrol	6.56	6.45*	6.56	7.75	4cyl 1199cc	5M	90	110	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
V Petrol	6.93	6.8*	6.93	8.16	4cyl 1199cc	5M	90	110	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
VX Petrol	7.42	7.29*	7.42	8.73	4cyl 1199cc	5M	90	110	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
S Petrol CVT	7.1	6.99*	7.1	8.38	4cyl 1199cc	CVT	90	110	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
V Petrol CVT	7.98	7.85*	7.98	9.39	4cyl 1199cc	CVT	90	110	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
E Diesel	6.63	6.5*	6.63	7.94	4cyl 1498cc	6M	98	200	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
S Diesel	7.28	7.14*	7.28	8.71	4cyl 1498cc	6M	98	200	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
SV Diesel	7.79	7.65*	7.79	9.32	4cyl 1498cc	6M	98	200	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
V Diesel	8.26	8.1*	8.26	9.85	4cyl 1498cc	6M	98	200	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
VX Diesel	8.75	8.59*	8.75	10.44	4cyl 1498cc	6M	98	200	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10

**Mobilio:** Honda's first shot at the budget MPV segment, the Mobilio sports a touch more design flair than the rest.**TG Choice:** The S Diesel is the one that has all the bases covered.**L:** 438cm **W:** 168cm **H:** 160.3cm **Boot:** Na **Fuel Tank:** 42 litre **Ground Clearance:** 18.9cm **Also try:** Maruti Ertiga, Chevrolet Enjoy

E	6.80	6.49*	6.83	8.26	4cyl 1497cc	5M	117	145	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
S	7.82	7.51*	7.85	9.50	4cyl 1497cc	5M	117	145	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
V	9.06	8.77*	9.06	10.98	4cyl 1497cc	5M	117	145	na	na	na	+	+	+	+	+	+	+	+	+	+	6/10
E Diesel	8.29	7.89*	8.25	10.16	4cyl 1498cc	5M	99	200	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
S Diesel	9.01	8.60*	9.00	11.04	4cyl 1498cc	5M	99	200	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
V Diesel	10.17	9.76*	10.18	12.53	4cyl 1498cc	5M	99	200	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10
RS	11.39	10.86*	11.31	13.86	4cyl 1498cc	5M	99	200	na	na	na	+	+	+	+	+	+	+	+	+	+	7/10

**HYUNDAI** Dealers 240 **Warranty** 2yrs **Website** www.hyundai.co.in**Company description:** With the i10, i20 and the new Verna, their cars are actually scoring pretty high on the desirability quotient.**TG Awards:** **Manufacturer of the Year 2015: Hyundai**  
'Hyundai has reinforced its image as a manufacturer of feature-rich, value-for-money products'**Creta:** A real rival to the Renault Duster. Could've been priced lower, but is still a sweet deal.**TG Choice:** The SX+ 1.6 D Auto is on the expensive side, but it offers a very good combination.**L:** 427cm **W:** 178cm **H:** 163cm **Boot:** na **Fuel Tank:** 45 litre **Ground Clearance:** 17cm **Also try:** Renault Duster, Nissan Terrano.

Base 1.6 P	8.74	8.59*	8.69	10.50	4cyl 1591cc	6M	121	151	na	na	na	+	+	+	+	+	+	+	+	+	+	8/10
S 1.6 P	9.74	9.57*	9.69	11.75	4cyl 1591cc	6M	121	151	na	na	na	+	+	+	+	+	+	+	+	+	+	8/10
SX+ 1.6 P	11.39	11.19*	11.34	13.7	4cyl 1591cc	6M	121	151	na	na	na	+	+	+	+	+	+	+	+	+	+	8/10

Buyers Guide continued

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Hyundai continued

TOPGEAR NEW CAR GUIDE	Price				Numbers							Features											TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid		
◀ Hyundai continued																							
Base 1.4 D	9.63	9.46*	9.58	11.75	4cyl 1396cc	6M	88	220	na	na	na	✖	✔	✔	✔	✖	✖	✖	✔	✖	✖	✖	8/10
S 1.4 D	10.6	10.42*	10.55	13.01	4cyl 1396cc	6M	88	220	na	na	na	✖	✔	✔	✔	✖	⚙	✔	✖	✖	⚙	8/10	
S+ 1.4 D	11.65	11.45*	11.6	14.25	4cyl 1396cc	6M	88	220	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✔	8/10	
SX 1.6 D	11.8	11.59*	11.75	14.5	4cyl 1582cc	6M	126	260	na	na	na	✔	✔	✔	✔	⚙	✖	✔	✔	✔	⚙	8/10	
SX+ 1.6 D	12.9	12.67*	12.85	15.8	4cyl 1582cc	6M	126	260	na	na	na	✔	✔	✔	✔	⚙	✔	✔	✔	✔	⚙	8/10	
SX (O) 1.6 D	13.84	13.6*	13.79	16.93	4cyl 1582cc	6M	126	260	na	na	na	✔	✔	✔	✔	⚙	✔	✔	✔	✔	⚙	8/10	
SX+ 1.6 D Auto	13.81	13.57*	13.76	16.92	4cyl 1582cc	6A	126	260	na	na	na	✔	✔	✔	✔	⚙	✖	✔	✔	✔	⚙	8/10	

**Eon:** The Eon is an interesting little number. It has what you want from an entry-level city car, even if not in the best possible way.**TG Choice:** Sportz as it has all the features that a premium hatchback should get.**L:** 349.5cm **W:** 155cm **H:** 150cm **Boot:** 215 litre, **Fuel Tank:** 32 litre, **Ground Clearance:** 17 cm **Also try:** Chevrolet Spark, Maruti Alto

D-Lite	2.92	3.10	2.94	3.81	3cyl 814cc	5M	55	75	na	na	na	+	+	+	+	+	+	+	+	+	+	+	4/10
D-Lite +	3.22	3.40	3.23	4.15	3cyl 814cc	5M	55	75	na	na	na	+	+	+	+	+	+	+	+	+	+	+	4/10
Era +	3.37	3.60	3.38	4.31	3cyl 814cc	5M	55	75	na	na	na	+	+	+	+	+	+	+	+	+	+	+	4/10
Magna +	3.67	3.90	3.69	4.67	3cyl 814cc	5M	55	75	na	na	na	+	+	+	+	+	+	+	+	+	+	+	4/10
Sportz	3.96	4.15	3.98	5.01	3cyl 814cc	5M	55	75	na	na	na	+	+	+	+	+	+	+	+	+	+	+	4/10
1.0 Magna	3.85	4.24	3.87	5.03	3cyl 998cc	5M	68	94	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10

**Elantra:** Hyundai brings the Elantra back from the dead. Flamboyant and feature-rich. **Build:** Assembled**TG Choice:** SX Auto as it gets all the bells and whistles and the convenience of an auto 'box'.**L:** 453cm **W:** 177.5cm **H:** 147cm **Boot:** 420 litre, **Fuel Tank:** 56 litre, **Ground Clearance:** 15 cm **Also try:** Chevrolet Cruze, VW Jetta, Toyota Corolla Altis

1.8 S VTVT	12.92	14.39	12.92	16.12	4cyl 1797cc	6M	147	177	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10
1.8 SX VTVT	14.17	15.75	14.17	17.58	4cyl 1797cc	6M	147	177	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10
1.8 SX AT VTVT	15.19	16.89	15.19	18.76	4cyl 1797cc	6A	147	177	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10
1.6 L CRDi	13.32	15.15	13.33	16.96	4cyl 1582cc	6M	126	260	na	10.34	13.6	+	+	+	+	+	+	+	+	+	+	+	6/10
1.6 S CRDi	14.07	15.96	14.07	17.84	4cyl 1582cc	6M	126	260	na	10.34	13.6	+	+	+	+	+	+	+	+	+	+	+	6/10
1.6 SX CRDi	15.30	17.44	15.30	19.29	4cyl 1582cc	6M	126	260	na	10.34	13.6	+	+	+	+	+	+	+	+	+	+	+	6/10
1.6 SX AT CRDi	16.32	18.55	16.32	20.50	4cyl 1582cc	6A	126	260	190	11.37	12.2	+	+	+	+	+	+	+	+	+	+	+	7/10

**Elite i20:** The brand-new i20 is as good as most others in its class. A premium hatch in the truest sense of the term.**TG Choice:** The Asta 1.4 D makes for a good value for money offering considering it's a big diesel hatchback with lots of goodies.**L:** 398.5cm **W:** 173.4cm **H:** 150.5cm **Boot:** 295 litre **Fuel Tank:** 45 litre, **Ground Clearance:** 17cm **Also try:** VW Polo, Maruti Suzuki Swift.

Era 1.2 P	4.98	4.90*	4.98	6.61	4cyl 1197cc	5M	82	115	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Magna 1.2 P	5.51	5.42*	5.51	7.25	4cyl 1197cc	5M	82	115	na	15.5	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Sportz 1.2 P	6.04	5.94*	6.04	7.89	4cyl 1197cc	5M	82	115	na	15.5	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Sportz (O) 1.2 P	6.36	6.25*	6.36	8.27	4cyl 1396cc	5M	82	115	na	11.91	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Asta 1.2 P	6.58	6.47*	6.58	8.54	4cyl 1396cc	5M	82	115	na	11.91	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Era 1.4 D	6.20	6.10*	6.20	8.16	4cyl 1396cc	6M	89	220	na	11.91	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Magna 1.4 D	6.73	6.62*	6.73	8.81	4cyl 1396cc	6M	89	220	na	13.1	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Sportz 1.4 D	7.26	7.14*	7.26	9.46	4cyl 1396cc	6M	89	220	na	11.91	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Sportz (O) 1.4 D	7.58	7.45*	7.58	9.85	4cyl 1396cc	6M	89	220	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Asta 1.4 D	7.80	7.67*	7.80	10.12	4cyl 1396cc	6M	89	220	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Active 1.2 S P	7.80	7.67*	7.80	8.83	4cyl 1197cc	5M	82	115	na	na	na	+	+	+	+	+	+	+	+	+	+	+	8/10
Active 1.4 SX D	7.80	7.67*	7.80	11.13	4cyl 1396cc	6M	89	220	na	na	na	+	+	+	+	+	+	+	+	+	+	+	8/10

**Grand i10:** Hyundai finds and fills a gap between the i10 and the i20, and this one fits the bill perfectly.**TG Choice:** The Asta (O) has some features that no other hatchback in the country gets.**L:** 376.5cm **W:** 166cm **H:** 152cm **Boot:** 235 litre **Fuel Tank:** 43 litre, **Ground Clearance:** na **Also try:** Maruti Swift, Nissan Micra.

Era	4.41	4.33*	4.41	5.82	4cyl 1197cc	5M	82	114	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Era D	5.36	5.27*	5.36	7.03	3cyl 1120cc	5M	71	180	na	15.94	16.3	+	+	+	+	+	+	+	+	+	+	+	7/10
Magna	4.61	4.53*	4.61	6.05	4cyl 1197cc	5M	82	114	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Magna D	5.56	5.46*	5.56	7.26	3cyl 1120cc	5M	71	180	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Sportz	5.01	4.92*	5.01	6.51	4cyl 1197cc	5M	82	114	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Sportz D	5.96	5.86*	5.96	7.74	3cyl 1120cc	5M	71	180	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Asta (O)	5.61	5.51*	5.61	7.21	4cyl 1197cc	5M	82	114	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Asta D	6.56	6.45*	6.56	8.06	3cyl 1120cc	5M	71	180	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10

**i10:** Another excellent compact hatch from Hyundai. Massively practical, very sophisticated for such a small car.**TG Choice:** The Magna 1.2 has the best combination of equipment and price**L:** 358.5cm **W:** 159.5cm **H:** 155cm **Boot:** 235litre **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Chevrolet Spark, Maruti Suzuki Wagon R, Datsun Go

Era	4.19	4.49	4.20	5.14	4cyl 1086cc	5M	66	99	140	15.5	14	+	+	+	+	+	+	+	+	+	+	+	6/10
Magna	4.35	4.65	4.35	5.41	4cyl 1086cc	5M	66	99	140	15.5	14	+	+	+	+	+	+	+	+	+	+	+	6/10
Sportz	5.15	5.15	5.15	5.76	4cyl 1086cc	5M	66	99	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10

**Santa Fe:** Hyundai takes the fight to Honda CR-V's door step. Also comes with diesel engine. **Build:** Assembled**TG Choice:** Go the whole hog and get the 4x4 and it's not that expensive either**L:** 469cm **W:** 188cm **H:** 169cm **Boot:** 969litre **Fuel Tank:** 64 litre, **Ground Clearance:** 18.5cm **Also try:** Honda CR-V, Renault Koleos

2WD MT	25.51	25.08*	25.51	33.33	4cyl 2199cc	6M	194	421	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
2WD AT	26.34	25.89*	26.34	34.81	4cyl 2199cc	6A	194	436	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
4WD AT	28.37	27.89*	28.38	37.36	4cyl 2199cc	6A	194	436	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10

**4S Verna:** Hyundai's champion mid-size warrior. Now with the power of four Ses**TG Choice:** The Diesel manual gives the best combination of power and economy. The Auto's nice in the city, though**L:** 437cm **W:** 170cm **H:** 145.7cm **Boot:** 465 litre **Fuel Tank:** 43 litre, **Ground Clearance:** Na **Also try:** Ford Fiesta, Honda City, VW Vento, Fiat Linea, Maruti SX4.

1.4 VTVT	7.36	7.99	7.36	9.43	4cyl 1396cc	5M	105	135	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10
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NEW CAR GUIDE

Hyundai continued

TOPGEAR NEW CAR GUIDE	Price				Numbers							Features											TG RATING	
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid			
	Hyundai continued																							
	1.6 VTVT	8.30	8.85	8.30	10.77	4cyl 1591cc	5M	121	155	na	na	na	✓	✓	✓	✓	⚙️	✗	✓	✗	✓	⚙️		6/10
	1.6 SX VTVT	9.50	10.33	9.50	12.60	4cyl 1591cc	5M	121	155	na	11.4	na	✓	✓	✓	✓	⚙️	✗	✓	✗	✓	⚙️		6/10
	1.6 S (O) VTVT AT	10.02	11.09	10.02	12.36	4cyl 1591cc	4A	121	155	na	11.4	na	✓	✓	✓	✓	✓	⚙️	✗	✓	✗	✓		5/10
	1.4 CRDi	8.62	9.55	9.40	11.04	4cyl 1396cc	6M	89	220	na	na	na	✗	✗	✓	✗	✗	✓	✗	✓	✗	⚙️		7/10
	1.6 CRDi	8.29	10.65	9.66	12.63	4cyl 1582cc	6M	126	260	na	11.07	na	✓	✓	✓	✓	⚙️	✗	✓	✗	✓	⚙️		7/10
	1.6 SX CRDi	10.87	11.21	10.87	14.39	4cyl 1582cc	6M	126	260	na	11.07	na	✓	✓	✓	✓	⚙️	✗	✓	✗	✓	⚙️		7/10
	1.6 SX (O) CRDi AT	11.61	13.15	11.61	15.27	4cyl 1582cc	4A	126	260	na	na	na	✓	✓	✓	✓	⚙️	✓	✓	✓	✓	⚙️		5/10

**Xcent:** Hyundai has a go at the under-four metre sedan segment with the weirdly-named Xcent.**TG Choice:** 1.2 SX (O) boasts of a smooth engine, a good gearbox, and it has all the features that you'd ever need.**L:** 399.5cm **W:** 166cm **H:** 152cm **Boot:** 470 litre **Fuel Tank:** na litre, **Ground Clearance:** na **Also try:** Maruti DZire, Honda Amaze

1.2 Kappa Base	4.69	4.69*	4.75	6.28	4cyl1197cc	5M	82	114	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
1.2 Kappa S	5.36	5.35*	5.42	7.08	4cyl1197cc	5M	82	114	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
1.2 Kappa SX (O)	6.54	6.47*	6.59	8.50	4cyl1197cc	5M	82	114	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.2 Kappa SX (O) AT	7.27	7.22*	7.32	9.34	4cyl1197cc	4A	82	114	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
1.1 CRDi Base	5.64	5.60*	5.70	7.51	3cyl1197cc	5M	71	180	na	na	na	na	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
1.1 CRDi S	6.32	6.26*	6.37	8.34	3cyl1197cc	5M	71	180	na	na	na	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	7/10
1.1 CRDi SX (O)	7.49	7.41*	7.55	9.78	3cyl1197cc	5M	71	180	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**ISUZU** Dealers 27 Warranty na Website na**Company description:** Known for their low-cost, reliable diesel engines. Full local manufacture begins in 2015.**TG Awards:** -**MU-7:** Think Fortuner, but not from Toyota. Lots of space and brute force.**Build:** Assembled**TG Choice:** They are importing it. So, there is only one option.**L:** 495.5cm **W:** 180.0cm **H:** 180.5cm **Boot:** na **Fuel Tank:** 76 litre, **Ground Clearance:** 21cm **Also try:** Toyota Fortuner

MU-7 High	22.31	21.95*	22.25	27.05	4cyl 2999cc	5M	161	360	na	na	na	✓	✓	✓	✗	✗	✓	✓	✓	✓	✓	6/10
Automatic	na	na	na	28.06	4cyl 2999cc	4A	161	360	na	na	na	✓	✓	✓	✗	✗	✓	✓	✓	✓	✓	6/10

**JAGUAR** Dealers 5 Warranty na Website www.Jaguar.in**Company description:** Turning out brilliant driver's cars. The XF is lovely, and the new engines are as good as anything out there.**TG Awards:** Entertainer of the year 2015: F-Type R Coupe 'It's the car that has brought Jaguar back'**XJ:** British engineering at its finest, good option for buyers looking for a big non-German luxury sedan.**Build:** Assembled**TG Choice:** The 3.0L Diesel as this car is more about luxury than sheer power.**L:** 525cm **W:** 210cm **H:** 145.7cm **Boot:** 520 litre **Fuel Tank:** 82 litre, **Ground Clearance:** NA **Also try:** BMW 7-Series, Audi A8, Mercedes-Benz S-Class.

3.0L Diesel Premium	96.49	94.8*	94.15	94.26*	6cyl 2993cc	8A	271	600	230	6.6	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
2.0L Petrol Portfolio	97.67	95.97	na	95.42*	4cyl 1999cc	8A	237	340	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
3.0L Diesel Portfolio	104	102	na	101*	6cyl 2993cc	8A	271	600	230	6.6	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**XF:** This model has brought Jag to the same level as its German counterparts. It drives as good as it looks. **Build:** Assembled**TG Choice:** The R 5.0 for those rare moments when you get to use all that power.**L:** 496cm **W:** 187.7cm **H:** 146cm **Boot:** 500 litre **Fuel Tank:** 70 litre, **Ground Clearance:** NA **Also try:** BMW 5-Series, Audi A6, Mercedes-Benz E-Class

2.2 D Luxury	51.44	50.54	na	50.01*	4cyl 2179cc	8A	188	450	250	9.31	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
3.0L D	59.90	58.86	65.77	58.32*	6cyl 2993cc	8A	272	600	250	7.1	7.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
2.0 P	51.12	50.23	na	49.69*	4cyl 1999cc	8A	237	340	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**F-Type:** The F-Type continues the legacy of the E-Type, never mind the 50 year break between the two. **Build:** Import**TG Choice:** Go for the V8 only for the sound. Don't forget to tick the Sport exhaust on the feature list.**L:** 447cm **W:** 192 cm **H:** 130.8-132.1cm **Boot:** 200 litres **Fuel Tank:** 72 litres, **Ground Clearance:** NA **Also try:** Mercedes SL, Porsche 911

V8 S Convertible	182	179*	181	179*	8cyl 5000cc	8A	488	625	250	4.19	5.35	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
R Coupe	190	186*	na	186*	8cyl 5000cc	8A	542	680	na	4.2	4.45	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**LAMBORGHINI** Dealers 1 Warranty na Website www.lamborghini.com**Company description:** Audi-owned Lambo is firing on all cylinders, with its strongest model range yet and enough attitude to keep devotees happy.**TG Awards:** Supercar of the Year 2015: Lamborghini Huracan 'Lambo's engineers have, in every way, bettered what they are replacing'**Aventador:** Stays true to its illustrious supercar heritage. Brute force meets top-notch luxury.**Build:** Import**TG Choice:** Depends on whether you care about your hairdo or not.**L:** 434.5cm **W:** 190cm **H:** 113.6cm **Boot:** na **Fuel Tank:** 90 litres, **Ground Clearance:** NA **Also try:** Riding a bull, Ferrari 599 GTB

LP700-4	na	370*	na	485*	12cyl 6500cc	7A	691	690	350	2.9	4.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
LP700-4 Roadster	na	477*	na	na	12cyl 6500cc	7A	691	690	350	3.0	4.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**Huracan:** The successor to the hugely-popular Gallardo, the new baby Lambo packs an incredible punch.**Build:** Import**TG Choice:** LP610-4 if you like to play it safe. LP580-2 if you're feeling brave.**L:** 434.5cm **W:** 190cm **H:** 116.5cm **Boot:** na **Fuel Tank:** 90 litres, **Ground Clearance:** NA **Also try:** Audi R8, Ferrari 458 Italia

LP610-4	na	343*	na	na	10cyl 5204cc	7A	602	540	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
LP580-2	na	299*	na	na	10cyl 5204cc	7A	570	540	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

Buyers Guide continued



# TOPGEAR NEW CAR GUIDE

Buyers Guide continued

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING



## LAND ROVER Dealers 4 Warranty na Website www.landrover.com

Company description: Builder of the best 4x4 by far? An old advertising slogan that's now coming true with the latest range of Landies.

**TG Awards: Luxury Car of the Year 2014: Range Rover Sport**  
'The RR shuts out the world on the other side of the glass, no matter what terrain you're on'

**Discovery Sport:** The most glamorous Land Rover till date is also a proper mountain goat.

Build: Assembled

**TG Choice:** May as well buy the fully-equipped, more powerful HSE Luxury SD4, yes?

L: 460 cm W: 217.3 cm H: 172.4 cm Boot: na Fuel Tank: 65 litres Ground Clearance: 21.2 cm Also try: BMW X3, Audi Q5, Volvo XC60

S TD4	na	na	na	46.1*	4cyl 2179cc	9A	147	400	210	11.9	na	✓	✓	✓	✗	🌀	✗	✓	✓	✓	✗	7/10
SE TD4	na	na	na	52.5*	4cyl 2179cc	9A	147	400	210	11.9	na	✓	✓	✓	✓	🌀	✗	✓	✓	✓	🔁	7/10
HSE TD4	na	na	na	54.83*	4cyl 2179cc	9A	147	400	210	11.9	na	✓	✓	✓	✓	🌀	✓	✓	✓	✓	🔁	7/10
HSE Luxury SD4	na	na	na	62.18*	4cyl 2179cc	9A	188	420	na	na	na	✓	✓	✓	✓	🌀	✓	✓	✓	✓	🔁	7/10



**Evoque:** If looks could kill, the Range Rover Evoque would be a serial killer.

Build: Import

**TG Choice:** The HSE Dynamic, because the looks are why you're buying this car.

L: 435.5 cm W: 212 cm H: 160.5 cm Boot: na Fuel Tank: na Ground Clearance: na Also try: Mercedes-Benz M-Class, Volvo XC60, BMW X5

Pure	na	na	na	47.1*	4cyl 2179cc	9A	188	420	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
SE	na	na	na	52.9*	4cyl 2179cc	9A	188	420	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
HSE	na	na	na	57.7*	4cyl 2179cc	9A	188	420	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
HSE Dynamic	na	na	na	63.2*	4cyl 2179cc	9A	188	420	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10



**Range Rover:** Still the Rolls-Royce of the SUVs. Now, in a much lighter avatar, with a much heavier price tag.

Build: Import

**TG Choice:** 4.4L SDV8 Autobiography, as you get loads of torque to play with and all the gizmos under the sun.

L: 499.9 cm W: 207.3 cm H: 183.5 cm Boot: na Fuel Tank: 105 litres Ground Clearance: na Also try: Audi Q7, Mercedes-Benz GL Class, BMW X5, Porsche Cayenne

3.0 TDV6	184	181	na	181*	6cyl 2993cc	8A	244	600	215	7.9	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10
4.4 L SDV8 Vogue LWB	260	256*	na	256*	8cyl 4367cc	8A	335	740	215	7.21	8.4	✓	✓	✓	✓	✓	✓	✓	✓	8/10
4.4 SDV8 Autobiography LWB	271	266*	na	266*	8cyl 4367cc	8A	335	740	215	7.21	8.4	✓	✓	✓	✓	✓	✓	✓	✓	8/10
5.0L V8 Supercharged	279	274*	na	274*	8cyl 4999cc	8A	503	625	230	5.4	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10



**Range Rover Sport:** Rangle's smaller, sportier brother – more practical and clever, but not quite as charming.

Build: Import

**TG Choice:** The SVR, because you need one of those in your life.

L: 479 cm W: 193 cm H: 178 cm Boot: na Fuel Tank: 84 litres Ground Clearance: 22.7 cm Also try: Audi Q7, Mercedes-Benz GL-Class

3.0L SDV6 HSE	153	150*	na	150*	6cyl 2993cc	8A	288	600	208	8.6	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10
5.0L V8 Supercharged	177	173*	na	173*	8cyl 4999cc	8A	503	680	222	7.4	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10
SVR	na	na	na	212*	8cyl 4999cc	8A	543	680	260	5.7	5	✓	✓	✓	✓	✓	✓	✓	✓	9/10



## MAHINDRA Dealers 150 Warranty 1 year, unlimited km Website www.mahindra.com

Company description: Crossed the fence from crude to refined. They do look intent on making it big on the world stage over the decade.

**TG Awards: People's SUV of the Year 2015: Scorpio** 'The third-generation Scorpio is a marked improvement over the car it replaces and looks set to continue Mahindra's sweet SUV run'

**Bolero:** Dinosaur bones, but surprisingly competent. Cheap, rugged, but cramped.

**TG Choice:** The SLE as economy works best on a utility vehicle.

L: 410.7 cm W: 174.5 cm H: 188 cm Boot: na Fuel Tank: 50 litres Ground Clearance: 18 cm Also try: Tata Sumo Victa

SLE	6.99	7.06	6.88	8.62	4cyl 2523cc	5M	63	195	132	27.6	11.5	✗	✗	✗	✗	✗	✗	✗	✗	6/10
SLX	7.50	7.58	7.38	9.25	4cyl 2523cc	5M	63	195	132	27.6	11.5	✗	✗	✓	✗	✗	✗	✗	✗	6/10
ZLX	7.66	7.75	6.54	9.44	4cyl 2523cc	5M	63	195	132	27.6	11.5	✗	✗	✓	✗	✗	✗	✗	✗	6/10



**e2o:** If you're the kind who loves the Arctic icebergs and is concerned about global warming, this one is for you.

**TG Choice:** The T2 as it has space-age toys to play with.

L: 328 cm W: 151 cm H: 156 cm Boot: na Fuel Tank: na Ground Clearance: 18 cm Also try: Trikke

T01	na	6.44	4.99	5.33	3-phase DC	AT	25	53	80	na	na	✗	✗	✓	✗	✗	✓	✗	✗	5/10
T2	na	6.75	5.55	6.30	3-phase DC	AT	25	53	80	na	na	✗	✗	✓	✗	✗	✓	✗	✗	5/10



**Quanto:** Based on the Ingenio platform, the Quanto is the Xylo's baby-brother. Still ferries seven, albeit at a pinch.

**TG Choice:** The C8 as it gets all the goodies that you'd want in your compact SUV.

L: na W: na H: na Boot: na Fuel Tank: 55 litres Ground Clearance: 18 cm Also try: Premier Rio

C2	6.42	5.99*	6.38	7.90	3cyl 1493cc	5M	100	240	145	15.36	13.7	✗	✗	✗	✗	✗	✗	✗	✗	3/10
C4	6.95	6.53*	6.92	8.55	3cyl 1493cc	5M	100	240	145	15.36	13.7	✗	✗	✓	✗	✗	✗	✗	✗	3/10
C6	7.40	7.05*	7.37	9.10	3cyl 1493cc	5M	100	240	145	15.36	13.7	✗	✓	✓	✗	✓	✗	✗	✗	3/10
C8	7.90	7.57*	7.87	9.70	3cyl 1493cc	5M	100	240	145	15.36	13.7	✓	✓	✓	✗	✓	✓	✓	✓	3/10



**Scorpio:** Ever-improving SUV offers great value, excellent practicality for India and now-decent road manners. Top car.

**TG Choice:** The S8 as it provides good value for money.

L: 443 cm W: 181.7 cm H: 197.5 cm Boot: na Fuel Tank: 60 litres Ground Clearance: 18 cm Also try: Tata Sumo Grande, Tata Safari Storme

S2	8.43	8.40*	8.30	10.1	4cyl 2523cc	5M	75	200	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	6/10
S4	9.07	8.99*	8.95	10.87	4cyl 2179cc	5M	120	280	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	7/10
S6	10.15	10.15*	10.14	12.43	4cyl 2179cc	5M	120	280	na	na	na	✗	✓	✓	✗	✓	✗	✗	✗	7/10
S6+	10.43	10.43*	10.43	10.04*	4cyl 2179cc	5M	120	280	na	na	na	✓	✓	✓	✗	✓	✗	✗	✗	7/10
S8	11.40	11.32*	11.28	13.77	4cyl 2179cc	5M	120	280	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	7/10
S10	12.04	11.95*	11.92	14.53	4cyl 2179cc	5M	120	280	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	7/10
S10 4x2 Auto	13.24	13.13*	13.12	15.86	4cyl 2179cc	6A	120	280	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	7/10





# TOPGEAR NEW CAR GUIDE

◀ Mahindra continued

TOPGEAR NEW CAR GUIDE	Price				Numbers							Features											TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid		
◀ Mahindra continued																							
S10 4x4 Auto	14.47	14.32*	14.34	17.3	4cyl 2179cc	6A	120	280	na	na	na	✔	✔	✔	✔	⚙	✖	✔	✔	✔	🚦		

S10 4x4 Auto

14.47	14.32*	14.34	17.3	4cyl 2179cc	6A	120	280	na	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	7/10
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**Thar:** Old-school SUV with a go-anywhere attitude.

**TG Choice:** No choices, but it now comes with an aircon.

L: 392cm W: 172.6cm H: 193cm Boot: na Fuel Tank: 60 litres Ground Clearance: 21cm Also try: Force Gurkha

CRDe	8.31	8.25*	8.29	9.78	4cyl 2498cc	5M	105	247	138	15.2	na	✗	✗	✗	✗	✗	✓	✗	✓	✗	✗	7/10
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**TUV300:** Its looks may not be everyone's cup of tea (or coffee), but this car is one of Mahindra's finest efforts till date.

**TG Choice:** The T6+ is the sweet spot in the range.

L: 399.5cm W: 183.5cm H: 183.9cm Boot: 384 litres Fuel Tank: 60 litres Ground Clearance: 18.4cm Also try: Ford EcoSport

T4	7.13	6.98*	7.11	6.9*	4cyl 1493cc	5M	84	230	na	18.6	11.6	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	6/10
T4 +	7.49	7.33*	7.47	7.25*	4cyl 1493cc	5M	84	230	na	18.6	11.6	✓	✓	✗	✗	✗	✓	✗	✗	✗	✗	6/10
T6	7.8	7.63*	7.77	7.55*	4cyl 1493cc	5M	84	230	na	18.6	11.6	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	6/10
T6 +	8.05	7.88*	8.03	7.8*	4cyl 1493cc	5M	84	230	na	18.6	11.6	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	6/10
T6 + AMT	8.78	8.6*	8.76	8.52*	4cyl 1493cc	5A	81	230	na	na	na	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	5/10
T8	8.66	8.48*	8.63	8.4*	4cyl 1493cc	5M	84	230	na	18.6	11.6	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	6/10
T8 AMT	9.4	9.2*	9.37	9.12*	4cyl 1493cc	5A	81	230	na	na	na	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	5/10



**Verito:** Spacious, solid and a super ride. To top that, it comes with mouth-watering price tags.

**TG Choice:** The 1.5 D2 has a good diesel engine, which is low on maintenance and easy on the pocket.

L: 424.7cm W: 174cm H: 154cm Boot: 510 litres Fuel Tank: 50 litres Ground Clearance: 17.2cm Also try: Maruti Suzuki Swift DZire, Tata Indigo

1.5 D2	6.44	6.33	6.39	7.77	4cyl 1461cc	5M	65	160	165	17.4	18.9	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	6/10
1.5 D6	7.35	7.45	7.29	8.84	4cyl 1461cc	5M	65	160	165	17.4	18.9	✗	✓	✓	✗	✗	✓	✗	✗	✓	✗	6/10



**Verito Vibe:** A Verito minus the boot. But don't mistake it for a hatch, it's a super-compact sedan with 330litres of boot space.

**TG Choice:** The 1.5 D2 has a good diesel engine and easy on the pocket.

L: 399cm W: 174cm H: 154cm Boot: 330 litres Fuel Tank: 50 litres Ground Clearance: 17.2cm Also try: VW Polo, Maruti Swift

D2	5.73	5.69*	5.68	6.88	4cyl 1461cc	5M	64	160	na	na	na	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	4/10
D4	6.00	5.95*	5.94	7.19	4cyl 1461cc	5M	64	160	na	na	na	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	4/10
D6	6.60	6.55*	6.54	7.95	4cyl 1461cc	5M	64	160	na	16.57	14	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	4/10



**XUV 500:** Its heart is in the right place, but the dynamic chinks need ironing out.

**TG Choice:** W8 AWD as it comes with feature list that runs in to multiple pages and it manages to do that at a mind-blowing price tag.

L: 450cm W: 185cm H: 178.5cm Boot: na Fuel Tank: 55 litres Ground Clearance: 18.6cm Also try: Tata Aria, Tata Safari Storme

W4	11.34	11.20*	11.34	11.12*	4cyl 2179cc	6M	140	330	190	12.3	11	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗
W6	12.54	12.47*	12.55	12.30*	4cyl 2179cc	6M	140	330	190	12.3	11	✓	✓	✓	✓	✗	✗	✓	✗	✗	✗
W8	14.27	14.17*	14.27	14*	4cyl 2179cc	6M	140	330	190	12.3	11	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗
W8 AWD	15.14	14.99*	15.14	14.84*	4cyl 2179cc	6M	140	330	180	13.1	10.8	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗
W10	15.10	14.99*	15.10	14.82*	4cyl 2179cc	6M	140	330	na	na	na	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗
W10 AWD	16.15	15.99*	16.15	15.84*	4cyl 2179cc	6M	140	330	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗



**Xylo:** Innova-slayer with the sedan market in sight. Big, spacious and value-for-money

**TG Choice:** D2 as it will be more of a people mover than your personal set of wheels.

L: 450cm W: 185cm H: na Boot: na Fuel Tank: 55 litres Ground Clearance: 18.6cm Also try: Toyota Innova, Tata Sumo Victa

D2												D4												H4												H8												H9																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														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**MARUTI SUZUKI** Dealers 1127 Warranty 2 Website [www.marutisuzuki.com](http://www.marutisuzuki.com)

Company description: A brand most Indians trust more than they do their spouses. And for good reason. Cars are good. Service and support, brilliant.

**TG Awards:** Idea of the year 2015: Alto K10 AGS

\*With the addition of the automated manual, the K10 is as easy to use as a Nokia 3310.\*

**Alto 800:** Maruti's idea of cheap transportation. Gets the tried-and-tested engine and Alto's platform

**TG Choice:** The LXi as power steering and air-con is a must in the city.

L: 339.5cm W: 147.5cm H: 147.5cm Boot: 117 litre Fuel Tank: 35 litres Ground Clearance: 16cm Also try: Tata Nano, Chevrolet Spark, Hyundai Eon

Std	2.62	2.49	2.65	2.70	3cyl 796cc	5M	47	69	na	18	16	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
LX	2.99	2.86	3.02	3.08	3cyl 796cc	5M	47	69	na	18	16	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	5/10
LXi	3.21	3.08	3.25	3.31	3cyl 796cc	5M	47	69	na	18	16	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	5/10



**Alto K10:** New engine and transmission mean you can say 'Alto' and 'performance' in the same sentence.

**TG Choice:** The VXi gives good bang for your buck.

L: 354.5cm W: 151.5cm H: 147.5cm Boot: na Fuel Tank: 35 litres Ground Clearance: 16cm Also try: Hyundai Eon

LXi	3.47	3.33	3.51	3.57	3cyl 998cc	5M	67	90	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
VXi	3.64	3.50	3.68	3.74	3cyl 998cc	5M	67	90	na	na	na	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	6/10
VXi AGS	4.14	3.99	4.18	4.26	3cyl 998cc	5A	67	90	na	na	na	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	7/10



**Baleno:** Capable, sizeable hatchback that feels good on the inside. Can hold its own against its rivals.

**TG Choice:** The Alpha D covers all bases.

L: 399.5cm W: 174.5cm H: 150cm Boot: 339 litres Fuel Tank: 37 litres Ground Clearance: 17cm Also try: Hyundai Elite i20, Volkswagen Polo, Honda Jazz

Sigma P	na	5.35	na	5.87	4cyl 1197cc	5M	83	115	na	na	na	✓	✓	✗	✗	✗	✗	✓	✗	✗	✗	7/10
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TOPGEAR  
NEW CAR GUIDE

Buyers Guide continued

Price				Numbers								Features											TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid			
na	6.12	na	6.7	4cyl 1197cc	5M	83	115	na	na	na	✓	✓	✓	✓	⚙️	✖️	✓	✖️	✖️	🚦	7/10		
na	7.44	na	7.93	4cyl 1197cc	5A	83	115	na	na	na	✓	✓	✓	✓	⚙️	✖️	✓	✖️	✖️	🚦	6/10		
na	6.95	na	7.4	4cyl 1197cc	5M	83	115	na	na	na	✓	✓	✓	✓	⚙️	✖️	✓	✓	✓	🚦	7/10		
na	7.71	na	8.22	4cyl 1197cc	5M	83	115	na	na	na	✓	✓	✓	✓	⚙️	✖️	✓	✓	✓	🚦	7/10		
na	6.89	na	7.36	4cyl 1248cc	5M	74	190	na	na	na	✓	✓	✖️	✖️	✖️	✖️	✓	✖️	✖️	🚦	7/10		
na	7.61	na	8.13	4cyl 1248cc	5M	74	190	na	na	na	✓	✓	✓	✓	⚙️	✖️	✓	✖️	✖️	🚦	7/10		
na	8.28	na	8.84	4cyl 1248cc	5M	74	190	na	na	na	✓	✓	✓	✓	⚙️	✖️	✓	✓	✖️	🚦	7/10		
na	9.06	na	9.67	4cyl 1248cc	5M	74	190	na	na	na	✓	✓	✓	✓	⚙️	✖️	✓	✓	✓	🚦	7/10		

**Ciaz:** Maruti's answer to the Citys and the Vernas of the world. Available in petrol and diesel, manual and automatic guises.**TG Choice:** The VDi+ is a very well-equipped variant, at a very reasonable price.**L:** 449cm **W:** 173cm **H:** 148.5cm **Boot:** 510 litre **Fuel Tank:** 43 litres, **Ground Clearance:** 17cm **Also try:** Hyundai Verna, Honda City, Volkswagen Vento

VXi	7.58	7.17	7.54	7.65	4cyl 1373cc	5M	91	130	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
ZXi	8.88	8.45	8.84	8.95	4cyl 1373cc	5M	91	130	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
ZXi AT	9.98	9.58	9.99	10.14	4cyl 1373cc	4A	91	130	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
VDi SHVS	8.68	8.25	8.64	8.78	4cyl 1248cc	5M	89	200	na	na	na	✓	✗	✓	✗	✗	✓	✗	✗	✗	✓	7/10
VDi + SHVS	9.29	8.85	9.25	9.41	4cyl 1248cc	5M	89	200	na	na	na	✓	✓	✓	✓	✓	✗	✓	✗	✗	✓	7/10
ZDi (O) SHVS	10.51	10.05	10.47	10.63	4cyl 1248cc	5M	89	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**Celerio:** Another no-frills commuter from Maruti. But there's a pleasant surprise this time – an automated manual gearbox.**TG Choice:** The VXi AGS will, in most cases, be your first time with an auto. And now, there's a diesel, too.**L:** 360cm **W:** 160cm **H:** 156cm **Boot:** 235 litre **Fuel Tank:** 35 litres, **Ground Clearance:** 16.5cm **Also try:** Hyundai Grand i10

LXi	4.01	3.90	4.03	4.10	3cyl 998cc	5M	67	90	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
LXi AGS	4.52	4.40	4.53	4.63	3cyl 998cc	5A	67	90	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
VXi	4.27	4.20	4.32	4.42	3cyl 998cc	5M	67	90	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	6/10
VXi AGS	4.78	4.70	4.83	4.94	3cyl 998cc	5A	67	90	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	6/10
ZXi	4.58	4.50	4.63	4.73	3cyl 998cc	5M	67	90	na	na	na	✗	✗	✗	✗	✓	✗	✓	✓	✓	✗	6/10
ZXi AGS	4.58	4.50	4.63	5.32	3cyl 998cc	5A	67	90	na	na	na	✗	✗	✗	✗	✓	✓	✓	✓	✓	✗	6/10
ZXi (O)	5.05	4.96	5.10	5.21	3cyl 998cc	5M	67	90	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	✓	✗	6/10
LDi	4.78	4.65*	4.79	5.72	2cyl 793cc	5M	48	125	na	na	na	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	5/10
VDi	5.04	4.95*	5.09	6.07	2cyl 793cc	5M	48	125	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	5/10
ZDi	5.34	5.25*	5.39	6.43	2cyl 793cc	5M	48	125	na	na	na	✗	✗	✗	✗	✓	✓	✓	✓	✓	✗	5/10
ZDi (O)	5.81	5.71*	5.86	6.98	2cyl 793cc	5M	48	125	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	✓	✗	5/10

**Eeco:** Don't let the marketing gimmick fool you. The Eeco is a stripped-down Versa at a rock-bottom price.**TG Choice:** 5STR AC, you deserve to be treated like royalty.**L:** 367.5 cm **W:** 174 cm **H:** 180cm **Boot:** 147.5 litres **Fuel Tank:** 40 litres, **Ground Clearance:** 16cm **Also try:** Watching the IPL instead on a dull evening

5 STR AC	3.73	3.12	3.69	3.67	4cyl 1196cc	5M	73	101	na	na	na	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	3/10
7 STR	3.59	na	3.56	3.54	4cyl 1196cc	5M	73	101	na	na	na	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	3/10

**Ertiga:** Maruti jumps on the people-mover bandwagon with the Ertiga. Drives like a car, seats seven and it's compact.**TG Choice:** The ZXi as it's actually fun to drive, perfect for those spirited white-van drivers.**L:** 426.5 cm **W:** 169.5 cm **H:** 168.5cm **Boot:** 45 litres **Fuel Tank:** 45 litres, **Ground Clearance:** 18.5cm **Also try:** Mahindra Xylo, Toyota Innova

LXi	6.53	6*	6.49	6.53*	4cyl 1373cc	5M	94	130	na	na	na	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
LXi (O)	6.89	6.35*	6.85	6.9*	4cyl 1373cc	5M	94	130	na	na	na	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
VXi	7.65	7.26*	7.61	7.69*	4cyl 1373cc	5M	94	130	na	na	na	✓	✓	✓	✗	✗	✓	✗	✓	✓	7/10
VXi AT	8.67	8.26*	8.63	8.74*	4cyl 1373cc	4A	94	130	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
ZXi	8.26	7.85*	8.22	8.28*	4cyl 1373cc	5M	94	130	na	na	na	✓	✓	✓	✗	✗	✓	✓	✓	✓	7/10
ZXi +	8.84	8.42*	8.8	8.88*	4cyl 1373cc	5M	94	130	na	na	na	✓	✓	✓	✗	✗	✓	✓	✓	✓	7/10
LDi	8	7.56*	7.97	8.05*	4cyl 1248cc	5M	88	200	165	12.7	13.5	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
LDi (O)	8.07	7.63*	8.04	8.13*	4cyl 1248cc	5M	88	200	165	12.7	13.5	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
VDi	8.72	8.26*	8.68	8.79*	4cyl 1248cc	5M	88	200	165	12.7	13.5	✓	✓	✓	✗	✗	✓	✗	✓	✓	7/10
ZDi	9.29	8.82*	9.25	9.35*	4cyl 1248cc	5M	88	200	165	12.7	13.5	✓	✓	✓	✗	✗	✓	✓	✓	✓	7/10
ZDi +	9.73	9.25*	9.69	9.8*	4cyl 1248cc	5M	88	200	165	12.7	13.5	✓	✓	✓	✗	✗	✓	✓	✓	✓	7/10

**Ritz:** If there's ever a fill-it-shut-it-forget-it car, this is it.**TG Choice:** The VDi. As there is no ZDi variant for the Ritz.**L:** 371.5cm **W:** 168cm **H:** 162cm **Boot:** 178 litre **Fuel Tank:** 43 litres, **Ground Clearance:** 17cm **Also try:** Ford Figo, Chevrolet Beat

LXi	4.57	4.38	4.58	4.67	4cyl 1198cc	5M	85	113	na	13.8	na	✗	✗	✗	✗	✗	✓	✗	✓	✗	6/10
VXi	4.93	4.78	4.95	5.04	4cyl 1198cc	5M	85	113	na	13.8	na	✓	✗	✓	✓	✗	✓	✓	✓	✓	6/10
ZXi	5.56	5.38	5.60	5.70	4cyl 1198cc	5M	85	113	na	13.8	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
LDi	5.65	5.46	5.65	5.73	4cyl 1248cc	5M	74	190	na	14.6	16	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
VDi	5.99	5.79	5.83	6.07	4cyl 1248cc	5M	74	190	na	14.6	16	✗	✗	✓	✗	✗	✓	✓	✓	✓	6/10

**S-Cross:** Nexa's first baby is a chunky crossover that packs a punch, but may just be too expensive for its own good.**TG Choice:** The Alpha, as it offers all the stuff you'd want.**L:** 430cm **W:** 176.5cm **H:** 159cm **Boot:** 353 litre **Fuel Tank:** 48 litres **Ground Clearance:** 17cm **Also try:** Hyundai Creta, Renault Duster, Nissan Terrano

DDiS 200 Sigma	na	8.34*	na	10.22	4cyl 1248cc	5M	87	200	na	na	na	✓	✓	✓	✗	✗	✗	✗	✗	✗	7/10
DDiS 200 Delta	na	9.15*	na	11.19	4cyl 1248cc	5M	87	200	na	na	na	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
DDiS 200 Zeta	na	9.99*	na	11.56	4cyl 1248cc	5M	87	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
DDiS 200 Alpha	na	10.75*	na	13.24	4cyl 1248cc	5M	87	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
DDiS 320 Delta	na	11.99*	na	14.81	4cyl 1598cc	6M	116	320	na	11.4	15	✓	✓	✗	✗	✗	✓	✗	✗	✗	7/10
DDiS 320 Zeta	na	12.99*	na	16.03	4cyl 1598cc	6M	116	320	na	11.4	15	✓	✓	✓	✗	✗	✓	✓	✓	✓	7/10
DDiS 320 Alpha	na	13.74*	na	16.95	4cyl 1598cc	6M	116	320	na	11.4	15	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10



TOPGEAR  
NEW CAR GUIDE

◀ Maruti Suzuki continued

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

**Swift:** The most popular Maruti ever. Looks fab, drives well, has two great engines and lots of equipment.**TG Choice:** ZXi as it offers all the safety features not found in the diesel variant.**L:** 385cm **W:** 169.5cm **H:** 153cm **Boot:** 204 litre **Fuel Tank:** 42 litres **Ground Clearance:** 17cm **Also try:** Chevrolet Sail U-VA, Hyundai i20

LXi	4.72	4.58	4.73	4.82	4cyl 1197cc	5M	83	115	160	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
VXi	5.41	5.31	5.42	5.52	4cyl 1197cc	5M	83	115	160	na	na	✔	✔	✔	✔	✔	✖	✔	✖	✔	✖	8/10
ZXi	6.34	6.16	6.35	6.48	4cyl 1197cc	5M	83	115	160	na	na	✔	✔	✔	✔	✔	✖	✔	✔	✔	✖	8/10
LDi	5.96	5.76	5.91	6.07	4cyl 1248cc	5M	74	190	160	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
VDi	6.57	6.22	6.55	6.69	4cyl 1248cc	5M	74	190	160	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
ZDi	7.40	7.20	7.41	7.54	4cyl 1248cc	5M	74	190	160	na	na	✔	✔	✔	✔	✔	✖	✔	✔	✔	✖	7/10

**Swift DZire:** Recently refreshed, looks better but reduces some of its boot space.**TG Choice:** ZDi as it has a frugal yet powerful powerplant and comes with a set of safety features.**L:** 399.5cm **W:** 169.5cm **H:** 155.5cm **Boot:** 316 litre **Fuel Tank:** 42 litres **Ground Clearance:** 17cm **Also try:** Mahindra Verito, Tata Indigo, Nissan Sunny

LXi	5.12	5.08	5.16	5.36	4cyl 1197cc	5M	86	114	160	na	na	*	*	*	*	*	✓	*	*	*	5/10
VXi	5.87	5.85	5.92	6.10	4cyl 1197cc	5M	86	114	160	na	na	*	*	✓	✓	✓	✓	*	✓	*	6/10
VXi AT	6.71	6.67	6.77	6.93	4cyl 1197cc	4A	86	114	155	14.8	10.5	*	✓	✓	✓	✓	✓	*	✓	*	4/10
ZXi	6.84	6.80	6.87	7.08	4cyl 1197cc	5M	86	114	160	na	na	✓	✓	✓	✓	✓	✓	✓	✓	*	6/10
LDi	6.40	5.99	6.43	6.65	4cyl 1248cc	5M	74	190	160	na	na	*	*	*	*	*	✓	*	*	*	6/10
VDi	6.91	6.85	6.97	7.16	4cyl 1248cc	5M	74	190	160	na	na	*	*	*	*	*	✓	*	*	*	6/10
ZDi	7.89	7.81	7.93	8.12	4cyl 1248cc	5M	74	190	160	na	na	*	✓	✓	✓	✓	✓	✓	✓	*	6/10

**Wagon R:** More spacious than its predecessor and much nicer to look at. Definitely for the family man... or woman**TG Choice:** The VXi offers features available in more expensive cars at a reasonable price.**L:** 359.5cm **W:** 147.5cm **H:** 167cm **Boot:** na **Fuel Tank:** 35 litres **Ground Clearance:** 16.5cm **Also try:** Chevrolet Spark, Hyundai Santro Xing

LX	3.86	3.67	3.87	3.85	3cyl 998cc	5M	67	90	155	15.4	na	*	*	*	*	*	✓	*	*	*	6/10
LXi	4.13	4.00	4.14	4.22	3cyl 998cc	5M	67	90	155	15.4	na	*	*	*	*	*	✓	*	*	*	6/10
VXi	4.35	4.25	4.39	4.48	3cyl 998cc	5M	67	90	155	15.4	na	✓	✓	✓	✓	✓	✓	*	✓	*	6/10
Stingray LXi	4.33	4.19	4.34	4.42	3cyl 998cc	5M	67	90	155	15.4	na	*	*	*	*	*	✓	*	*	*	6/10
Stingray Vxi	4.57	4.47	4.61	4.71	3cyl 998cc	5M	67	90	155	15.4	na	*	*	*	*	*	✓	*	*	*	6/10
Stingray Vxi (O)	4.86	4.76	4.91	5.02	3cyl 998cc	5M	67	90	155	15.4	na	✓	✓	✓	✓	*	✓	*	✓	*	6/10
VXi (O) AGS	5.21	5.1*	5.25	5.37*	3cyl 998cc	5A	67	90	na	na	na	✓	✓	✓	*	*	✓	*	✓	*	6/10

**MASERATI** Dealers 3 Warranty 0 Website [www.maserati.com](http://www.maserati.com)

Company description: The Trident is back, with nearly its full range of cars. Best of all, they're all drop-dead gorgeous

**TG Awards:** -**Ghibli:** The compact Maser sedan. Only available with an oil-burner, but can still steal your heart with its looks. **Build:** Import**TG Choice:** Every man has to make a choice. Except for a man buying a Ghibli in India He has no choice.**L:** 497.1cm **W:** 194.5cm **H:** 147.5cm **Boot:** 500 litre **Fuel Tank:** 70 litres **Ground Clearance:** na **Also try:** Mercedes CLS, Porsche Panamera

Diesel	na	na	na	na	6cyl 2987cc	8A	271	600	na	6.84	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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**Gran Turismo:** This is possibly one of the most spectacular-looking sportscars ever built. Even after all these years... **Build:** Import**TG Choice:** The standard Gran Turismo is the real deal.**L:** 488.1cm **W:** 191.5cm **H:** 135.3cm **Boot:** 260 litre **Fuel Tank:** 86 litres **Ground Clearance:** na **Also try:** Aston Martin DB9, Porsche 911, Jaguar F-Type

Gran Turismo	na	na	na	na	8cyl 4244cc	8A	405	460	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Gran Turismo Sport	na	na	na	na	8cyl 4691cc	8A	453	520	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Gran Turismo MC Stradale	na	na	na	na	8cyl 4691cc	8A	453	520	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Gran Cabrio	na	na	na	na	8cyl 4244cc	5M	405	460	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Gran Cabrio Sport	na	na	na	na	8cyl 4691cc	5M	453	520	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Gran Cabrio MC Stradale	na	na	na	na	8cyl 4691cc	5M	453	520	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-

**Quattroporte:** Mafia boss? Say hello to your big, shiny new ride.**Build:** Import**TG Choice:** Mafia bosses don't care about fuel costs. So go on, get yourself the GTS.**L:** 526.25cm **W:** 194.8cm **H:** 148.1cm **Boot:** 530 litre **Fuel Tank:** 80 litres **Ground Clearance:** na **Also try:** Jaguar XJ, Porsche Panamera, Aston Martin Rapide

GTS	na	na	na	na	8cyl 3799cc	8A	523	710	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Diesel	na	na	na	na	6cyl 2987cc	8A	271	600	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**MERCEDES-BENZ** Dealers 64 Warranty 3yrs Website [www.mercedes-benz.co.in](http://www.mercedes-benz.co.in)

Company description: The men from Stuttgart are on a roll. A truckload of products have arrived in the recent past, and many more are on their way

**TG Awards:** Luxury Car of the Year 2015: S-Class

\*The S-Class has been the choice of tycoons and dictators for over half a century\*

**A-Class:** Merc's newest offering is dressed to kill. Now the stepping stone to Benz ownership. **Build:** Import**TG Choice:** The A 180 Sport, as it's got enough go to match the show.**L:** 429.2cm **W:** 178cm **H:** 143.3cm **Boot:** 341 litres **Fuel Tank:** 50 litres **Ground Clearance:** na **Also try:** Fiat 500, Mini Cooper

A 180 Sport	33.96	31.10	35.26	35.23	4cyl 1595cc	7A	121	200	na	9.85	12.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
A 200d Sport	35.18	32.93	36.95	36.53	4cyl 2143cc	7A	134	300	na	9.9	14	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**AMG GT:** The pinnacle of the AMG range strikes a fine balance between performance and flamboyance. **Build:** Import**TG Choice:** Only available in S guise.**L:** 454.6cm **W:** 193.9cm **H:** 128.8cm **Boot:** 285-350 litres **Fuel Tank:** 75 litres **Ground Clearance:** na **Also try:** Jaguar F-Type, Porsche 911

S	na	240*	na	na	8cyl 3982cc	7A	503	650	na	9.9	14	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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# TOPGEAR NEW CAR GUIDE

Maserati continued

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

**B-Class:** Merc's B-Class is ultimately a large luxury hatchback. Now a more practical alternative to the A-Class. **Build: Import**

**TG Choice:** The B 180 Sport, as it has the same equipment as the B 180 but comes with Sport pack enhancements.

L: 435.9cm W: 178.6cm H: 155.7cm Boot: 486litres Fuel Tank: 50 litres Ground Clearance: 18cm Also try: Audi Q3, BMW X1

B 200 CDI Sport	37.63	35.22	39.33	38.28	4cyl 2143cc	7A	134	300	210	9.36	14	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
B 180 Sport	36.41	33.34	37.80	36.98	4cyl 1595cc	7A	120	200	200	10.5	10.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10



**C-Class:** Excellent new C-Class returns to traditional Merc values and quality. As soothing as a champagne jacuzzi. **Build: Assembled**

**TG Choice:** The C 220 CDI Avantgarde is the one to go for.

L: 468.6cm W: 181cm H: 144.2cm Boot: 480litres Fuel Tank: NA Ground Clearance: NA Also try: Audi A4, BMW 3-Series

C 200 Avantgarde	51.38	46.50	53.38	48.80	4cyl 1991cc	7A	181	300	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
C 220 CDI Style	49.18	46.50	51.09	48.38	4cyl 2143cc	7A	168	400	na	8.22	15	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
C 220 CDI Avantgarde	52.85	49.93	54.91	52.28	4cyl 2143cc	7A	168	400	na	8.22	15	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
AMG C63 S Sedan	na	130*	na	na	8cyl 3982cc	7A	503	700	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10



**CLA-Class:** Looks smashing. AMG-fettled version powered by the most powerful four-pot in production. Also, looks smashing. **Build: Import**

**TG Choice:** If you want something sensible, the 200 CDI Sport. Don't give a flying firetruck? The 45 AMG is for you.

L: 469cm W: 177cm H: 141.6cm Boot: 470litres Fuel Tank: 56 litres Ground Clearance: na Also try: Audi A3

200 Sport	43.19	39.85	46.01	42.99	4cyl 1991cc	7A	181	300	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
200 CDI Sport	44.29	41.76	44.86	43.97	4cyl 2143cc	7A	134	300	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
200 CDI Style	38.91	36.70	40.41	41.06	4cyl 2143cc	7A	134	300	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
CLA45 AMG	87.24	78.90	91.78	89.53	4cyl 1991cc	7A	355	450	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10



**CLS:** Superb alternative to a luxury sedan. Goes well, turns heads too. **Build: Import**

**TG Choice:** The CLS 250 CDI is the only option.

L: 494cm W: 188cm H: 141.6cm Boot: 520litres Fuel Tank: 80litres Ground Clearance: 12cm Also try: Audi A7, BMW GT 5

CLS 250 CDI	94.09	86.37	97.80	98.46	4cyl 2143cc	7A	201	500	250	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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**E-Class:** Fresh new styling with a touch of character, great engine and new features make it an irresistible offer **Build: Assembled**

**TG Choice:** Definitely the E 250 CDI makes enough power and easy on the wallet too.

L: 486.8cm W: 185cm H: 147.4cm Boot: 540litres Fuel Tank: 80 litres Ground Clearance: NA Also try: Audi A6, BMW 5-Series, Volvo S80

E 200	58.30	53.80	61.04	56.71	4 cyl 1991cc	7A	181	300	na	9.2	9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
E 250 CDI	60.99	57.53	63.84	60.34	4cyl 2143cc	7A	202	500	na	8.31	11.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
E63 AMG	158	146	160	244	8cyl 5461cc	7A	550	720	na	8.31	11.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
E 350 CDI	73.59	69.53	77.08	72.73	6cyl 2987cc	7A	261	619	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
E400 Cabriolet	96.53	88.62	100	101	6cyl 2996cc	7A	328	480	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10



**GL-Class:** All the creature comforts you need, and a boot that can easily swallow your camping equipment. **Build: Assembled**

**TG Choice:** There's just one variant in petrol and diesel each. Pick as per your wallet's contents.

L: 509.9cm W: 192cm H: 185cm Boot: 520 litres Fuel Tank: 100litre Ground Clearance: na Also try: Audi Q7, 1BHK apartment.

GL 350 CDI	95.31	89.79	99.83	94.13	6cyl 2987cc	7A	255	619	na	7.9	13.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
GL63 AMG	216	196	231	224	8cyl 5461cc	7A	550	760	250	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10



**GLA-Class:** A bigger A-Class. Offers a good ride, enough features and also, it's fun to drive **Build: Assembled**

**TG Choice:** The 200 Sport as it is a sweeter drive.

L: 441.7cm W: 180.4cm H: 149.4cm Boot: na Fuel Tank: 50litre Ground Clearance: 183mm Also try: Audi Q3, BMW X1.

200 Sport	44.42	40.1	46.47	43.97	4cyl 1991cc	7A	181	300	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
200 CDI Style	40.44	38.14	42.34	42.65	4cyl 2143cc	7A	134	300	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
200 CDI Sport	45.52	42.92	47.62	45.27	4cyl 2143cc	7A	134	300	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
GLA 45 AMG	90.29	81.55	94.95	92.59	4cyl 1991cc	7A	355	450	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10



**GLE-Class:** The M-Class with a new name is vastly better, offers great quality, and is good on-road. **Build: Assembled**

**TG Choice:** The 250 CDI for locally assembled and a more value for money proposition.

L: 480.4cm W: 192.6cm H: 179.6cm Boot: 690 litres Fuel Tank: 70 litres Ground Clearance: NA Also try: Audi Q7, BMW X5, Volvo XC90

350 CDI	na	na	na	58.9*	6cyl 2987cc	9A	254	620	225	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
250 CDI	na	na	na	69.9*	4cyl 2143cc	9A	204	500	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10



**S-Class:** Not just the best car in the world. It redefines what a car will be expected to do in the future. **Build: Assembled**

**TG Choice:** There is a variant for every buyer. You can have it as a saloon, or as a coupe.

L: 524.6cm W: 189.9cm H: 149.4cm Boot: 530 litres Fuel Tank: 80 litres Ground Clearance: NA Also try: Audi A8, BMW 7-Series, Jaguar XJ

S 350 CDI	139	131	145	137	6cyl 2987cc	7A	255	620	250	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
S 500 L	176	163	185	171	8cyl 4663cc	7A	453	700	250	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
S 500 Coupe	na	200*	na	na	8cyl 4663cc	7A	453	700	250	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
S 63 AMG Coupe	na	260*	na	na	8cyl 5461cc	7A	576	900	250	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
S 63 AMG Sedan	na	na	253	na	8cyl 5461cc	7A	576	900	250	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10



**SLK:** The new SLK is now a proper baby SL. We like! **Build: Import**

**TG Choice:** Still waiting for the SLK 200 CDI which makes 400Nm of torque.

L: 413.4cm W: 200cm H: 130.1cm Boot: 335 litre Fuel Tank: 60 litres Ground Clearance: NA Also try: BMW 6-Series

SLK 350	94.18	82.60	97.37	94.28	6cyl 3498cc	7A	306	370	250	6.6	7.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
SLK55 AMG	154	142	160	161	8cyl 5461cc	7A	420	540	250	5.6	5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10





# TOPGEAR NEW CAR GUIDE

Mercedes-Benz continued

Price				Numbers						Features											TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	

**G-Wagon:** The G-Wagon is still going strong. The AMG V8 gives it hot-rod performance.

Build: Import



**TG Choice:** The G63 AMG. There is no choice here, and frankly, you don't even need one.

L: 410cm W: 201cm H: 193.8cm Boot: 300 litres Fuel Tank: 70 litres Ground Clearance: NA Also try: Army tank.

G63 AMG	242	215	231	244	8cyl 5461cc	7A	536	760	210	5.4	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
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**MINI** Dealers 2 Warranty na Website www.mini.in

Company description: Mini has managed what other carmakers struggle to do -- make a small, fun car, and charge a premium

**TG Awards:** Car of the Year 2012: Mini Cooper S

'If you keep the body type out of the equation, the Mini is more fun than anything with two seats'

**Mini:** The basics are wrong: transverse engine, FWD, but tell that to yourself when you are smiling end to end Build: Import



**TG Choice:** The Cooper D 3-door is the one to go for if you want to have real fun.

L: 398.2cm W: 193.8cm H: 142.5cm Boot: 278 litres Fuel Tank: 44 litres Ground Clearance: NA Also try: Fiat 500 Abarth

Cooper D 3-door	31.85	31.85*	31.85	31.85*	3cyl 1496cc	6A	114	270	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Cooper D 5-door	35.20	35.20*	35.20	35.20*	3cyl 1496cc	6A	114	270	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Cooper S	na	34.65*	na	na	4cyl 1998cc	6A	189	280	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**Countryman:** When four-door practicality meets the Mini badge, what you have is the Countryman Build: Assembled



**TG Choice:** The Cooper D is perfect and the Mini-est of the Countrymans.

L: 410cm W: 178cm H: 156.1cm Boot: 350 litres Fuel Tank: 47 litres Ground Clearance: NA Also try: Mercedes B-Class

Cooper D	25.60	25.60*	25.60	35.68	4cyl 1598cc	6A	112	270	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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**MITSUBISHI** Dealers 50 Warranty 3yrs/1,00,000km Website www.mitsubishi-motors.co.in

Company description: Japanese industrial giant that now sells a single SUV in our market - the Pajero Sport.

**TG Awards:** SUV of the Year 2012: Pajero Sport 'The Pajero Sport's simplicity translates into reliability and when the road disappears, reliability can be the difference between life and death'

**Pajero Sport:** This is for those forever looking for shortcuts through the bushes. Fantastic off-road, adequate on it.



**TG Choice:** The 4x4 MT comes with all the goodies that you'll ever want.

L: 469.5cm W: 181.5cm H: 184cm Boot: NA Fuel Tank: 70 litres Ground Clearance: 21.5cm Also try: Toyota Fortuner, Nissan X-Trail, Renault Koleos

4x4 MT	26.06	30.08	26.19	32.55	4cyl 2477cc	5M	178	400	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	6/10
4x2 AT	25.57	29.51	25.68	31.93	4cyl 2477cc	5A	176	350	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	6/10



**NISSAN** Dealers 65 Warranty 2 years/ 50,000km Website www.nissan.in

Company description: A big Japanese car maker with a factory in England. Its portfolio becomes more respectable as each new model appears.

**TG Awards:** Interior of the year 2009: Teana

'Step inside the Teana and you'll be reminded of plush lobbies and expensive suites'

**Micra:** Nissan's budget small car armed with features you won't see even in cars twice its price. Peppy and fun to drive too.



**TG Choice:** The XL is perfect, avoid the temptation of buying the diesel

L: 378cm W: 166cm H: 153cm Boot: 251 litres Fuel Tank: 41 litres Ground Clearance: 15cm Also try: Maruti Swift, Maruti Ritz, Chevrolet Beat

XE Active	4.29	4.70	4.37	4.38	3cyl 1198cc	5M	74	104	na	na	13.3	✓	✗	✗	✗	✗	✗	✗	✗	✗	5/10
XE Diesel	5.44	5.57*	5.55	7.14	4cyl 1461cc	5M	63	160	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	✗	5/10
XE Plus	4.57	5.00	4.66	5.61	3cyl 1198cc	5M	74	104	na	na	13.3	✓	✗	✗	✗	✗	✗	✗	✗	✗	5/10
XL	5.43	5.42	5.54	6.34	3cyl 1198cc	5M	74	104	na	na	13.3	✓	✗	✗	✗	✗	✗	✗	✗	✗	5/10
XV Active	6.41	6.15	6.53	5.79	3cyl 1198cc	5M	74	104	na	na	13.3	✓	✓	✓	✓	✗	✗	✗	✗	✗	5/10
Diesel XV	6.80	6.67	6.92	8.76	4cyl 1461cc	5M	63	160	na	11.5	na	✓	✓	✓	✓	✓	✓	✓	✓	✗	5/10
Diesel XV - Premium	7.03	7.41	7.16	9.20	4cyl 1461cc	5M	63	160	na	11.5	na	✓	✓	✓	✓	✓	✓	✓	✓	✗	5/10
XV S Active	4.79	4.71	4.79	6.16	3cyl 1198cc	5M	63	104	na	na	13.3	✓	✗	✗	✗	✗	✗	✗	✗	✗	5/10

**Sunny:** Lots of passenger space, safety features like driver airbag and ABS, even on the base variant



**TG Choice:** XL Diesel is a head-over-heart decision as it comes with safety features, and you save a fair bit over the XV variant.

L: 442.5cm W: 169.5cm H: 151.5cm Boot: 490 litres Fuel Tank: 41 litres Ground Clearance: NA Also try: Maruti DZire, Toyota Etios

XE	na	6.99*	na	9.00	4cyl 1498cc	5M	98	134	185	11.9	11	✓	✓	✓	✗	✗	✗	✗	✗	✗	6/10
XL	na	7.61*	na	9.91	4cyl 1498cc	5M	98	134	185	11.9	11	✓	✓	✓	✗	✗	✗	✗	✗	✗	6/10
XL CVT	na	8.91*	na	11.62	4cyl 1498cc	CVT	100	134	na	na	na	✓	✓	✓	✗	✗	✗	✗	✗	✗	6/10
XE Diesel	na	7.99*	na	10.59	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✗	✗	✗	✗	✗	✗	6/10
XL Diesel	na	8.60*	na	11.36	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✗	✗	✗	✗	✗	✗	6/10
XV Diesel	na	9.33*	na	12.37	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✗	✗	✗	✗	✗	✗	6/10
XV Diesel Safety	na	9.60*	na	12.72	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✗	✗	✗	✗	✗	✗	6/10

**Terrano:** The Duster gets new clothes and lots of chrome. Looks a tad more premium than its French cousin Build: Assembled



**TG Choice:** XV for all the thrills, frills and comforts.

L: 433.1cm W: 182.2cm H: 167.1cm Boot: 475 litres Fuel Tank: 50 litres Ground Clearance: 20.5cm Also try: Renault Duster, Ford Ecosport

1.5D XE	9.46	10.87	9.64	12.69	4cyl 1461cc	5M	85	200	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	✗	7/10
1.5D XL	10.48	12.46	10.68	13.95	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✗	✗	✗	✗	✗	✗	7/10
1.5D XL 110PS	11.07	13.23	11.28	14.53	4cyl 1461cc	6M	108	248	216	11.96	13.5	✓	✓	✓	✗	✗	✗	✗	✗	✗	8/10
1.5D XL Plus	10.83	12.78	11.04	14.35	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✗	✗	✗	✗	✗	✗	8/10
1.5D XV 110PS	11.99	14.19	12.21	15.70	4cyl 1461cc	6M	108	248	na	na	na	✓	✓	✓	✗	✗	✗	✗	✗	✗	8/10
1.5D XV Premium 110PS	12.28	14.53	12.52	16.07	4cyl 1461cc	6M	108	248	na	na	na	✓	✓	✓	✗	✗	✗	✗	✗	✗	8/10
1.6P XL	9.51	10.95	9.69	12.50	4cyl 1598cc	5M	104	145	na	na	na	✓	✓	✓	✗	✗	✗	✗	✗	✗	7/10

Buyers Guide continued



# TOPGEAR NEW CAR GUIDE

Nissan continued

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING


**PORSCHE** Dealers 7 Warranty 2yrs/unlimited kms Website www.porscheindia.com

Company description: A big name in sports car manufacture and motorsport and deservedly so. It produces cars of immense capability and quality.

**TG Awards:** Car of the year 2015: Macan 'The Macan's prowess as a driver's car is phenomenally real, despite the traits it inherits because of the segment in which it is designed to operate.'

**911:** Iconic. Instantly recognisable, fantastic to drive, near-perfect.

Build: Import

**TG Choice:** Straight Turbo.

L:443cm W: na H: 130.3cm Boot: na Fuel Tank: 64 litres, Ground Clearance: NA Also try: Nothing gets close

Turbo	219	214*	217	210*	6cyl 3800cc	7A	513	660	na	na	na	✓	✓	✓	✓	🌐	✓	✓	✓	✓	🏁	9/10
Turbo Cabriolet	na	228*	232	223*	6cyl 3800cc	7A	513	660	na	na	na	✓	✓	✓	✓	🌐	✓	✓	✓	✓	🏁	8/10
Turbo S XXXXXXXX	na	228*	232	223*	6cyl 3800cc	7A	513	660	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	🏁	8/10
GT3	213	201*	204	197*	6cyl 3799cc	7A	469	440	na	na	na	✓	✓	✓	✓	🌐	✓	✓	✓	✓	🏁	9/10
Carrera	213	138*	140	135*	6cyl 3436cc	7A	345	390	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	🏁	9/10
Targa 4S	213	178*	181	175*	6cyl 3800cc	7A	394	440	na	na	na	✓	✓	✓	✓	🌐	✓	✓	✓	✓	🏁	8/10


**Boxster:** Step 1 into Porsche-land is still a divine experience.

Build: Import

**TG Choice:** S feels so inherently right. Just get the sports exhaust.

L:432.9cm W: na H: 128.2cm Boot: 150 litres Fuel Tank: 64 litres, Ground Clearance: NA Also try: Mercedes-Benz SLK350

Boxster S	na	102*	103	100*	6cyl 3436cc	7A	315	360	277	5.4	8.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
Boxster GTS	na	115*	117	113*	6cyl 3436cc	7A	335	380	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10


**Cayenne:** Big bad mutha. Perfect if you want a Porsche, but are scared of our roads.

Build: Import

**TG Choice:** Go Turbo. The environment is doomed anyway.

L:479.8cm W: na H: 170.5cm Boot: na Fuel Tank: 100 litres, Ground Clearance: NA Also try: Audi Q7, BMW X5, Mercedes-Benz M-Class

Cayenne S Diesel	na	121*	123	119*	8cyl 4134cc	8A	380	850	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Cayenne S	na	118*	120	116*	6cyl 3604cc	8A	414	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Cayenne Turbo	na	178*	181	174*	8cyl 4806cc	8A	512	750	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Cayenne Diesel	na	104*	105	102*	6cyl 2967cc	8A	241	550	214	7.07	9	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10


**Cayman:** Baby 911 is a great sports car. Supernatural handling.

Build: Import

**TG Choice:** The S for everyday driving.

L:444cm W: na H: 129.4cm Boot: 150 litres Fuel Tank: 64 litres, Ground Clearance: NA Also try: Dreaming about the Cayman GT4

Cayman S	na	104*	106	102*	6cyl 3436cc	7A	321	370	275	4.99	4.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
Cayman GTS	na	117*	119	115*	6cyl 3436cc	7A	335	380	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	10/10


**Macan:** Want a sportscar that's actually an SUV? This is as close as it gets.

Build: Import

**TG Choice:** The Turbo is the variant you want.

L:468cm W: 192cm H: 162.4cm Boot: 500 litres Fuel Tank: 60 litres, Ground Clearance: NA Also try: Range Rover Evoque

S Diesel	na	100*	101	98.18*	6cyl 2967cc	7A	241	580	na	6.4	10.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
Turbo	na	111*	112	108*	6cyl 3604cc	7A	394	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10


**Panamera:** A 911 for the family man, with two extra doors and a rear seat.

Build: Import

**TG Choice:** The base S is actually quite good. Turbo is very fast.

L:497cm W: na H: 141.8cm Boot: 820 litres Fuel Tank: 60 litres, Ground Clearance: NA Also try: BMW M5, Mercedes E63 AMG

Panamera	119	119*	119	119*	6cyl 3605cc	7A	305	400	285	5.6	5.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Panamera 4	122	122	122	122	6cyl 3605cc	7A	305	400	285	5.6	5.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Panamera D	149.8	149.8*	149.8	149.8*	6cyl 2967cc	8A	296	650	282	6.75	9.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Panamera Turbo	200	200*	200	200*	8cyl 4806cc	7A	512	700	303	4.2	5.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Panamera GTS	161	161*	161	161*	8cyl 4806cc	7A	434	520	303	4.2	5.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Panamera Turbo S	na	na	na	na	8cyl 4806cc	7A	562	750	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10


**PREMIER** Dealers 55 Warranty 3years/50,000kms Website www.premierrio.com

Company description: Gone are the glory days, market share that the company enjoyed. Now a company selling niche products.

**TG Awards:** -

**Rio:** If you are adamant on being different, this is your ride.

**TG Choice:** Gx as it is the cheapest.

L: 397cm W: 157cm H: 173cm Boot: 454 litres Fuel Tank: 46 litres, Ground Clearance: 20 cm Also try: Maruti DZire ZXI, Hyundai i20 Asta 1.2, visiting a psychiatrist

DX Multijet	6.96	7.88	7.12	7.62	4cyl 1248cc	5M	72	183	na	15.03	14	✗	✗	✗	✗	✓	✗	✗	✗	✗	3/10
LX Multijet	7.24	8.20	7.41	7.93	4cyl 1248cc	5M	72	183	na	15.03	14	✓	✓	✓	✗	✓	✗	✓	✓	✗	3/10


**RENAULT** Dealers 80 Warranty na Website www.renault.co.in

Company description: Renault's journey in India is going rather nicely, thanks in no small measure to the Duster.

**TG Awards:** Variant of the Year 2015: Duster AWD 'The Duster can do serious off-roading, and is a massive improvement overall'

**Duster:** Finally a cheap SUV that won't go belly-up around a corner.

**TG Choice:** The 110bhp RxZ. Gives you everything you need.

L: 431.5cm W: 182.2cm H: 169.5cm Boot: 475 litres Fuel Tank: 50 litres Ground Clearance: 20.5cm Also try: Mahindra XUV, Mahindra Scorpio

RXE	7.82	9.75	7.79	9.40	4cyl 1598cc	5M	103	148	na	na	na	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
RXL	9.10	10.84	9.06	10.49	4cyl 1598cc	5M	103	148	na	na	na	✓	✓	✓	✗	✗	✓	✗	✗	✗	7/10





# TOPGEAR NEW CAR GUIDE

Porsche continued

Price				Numbers								Features												TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid				
8.68	9.75	8.64	10.74	4cyl 1461cc	5M	84	200	na	14.71	14														
9.67	10.84	9.63	12.07	4cyl 1461cc	5M	84	200	na	14.71	14														
10.93	11.97	10.88	13.61	4cyl 1461cc	5M	84	200	na	14.71	14														
10.88	12.47	10.78	13.52	4cyl 1461cc	6M	108	245	na	11.76	14.1														
11.47	13.57	11.36	14.85	4cyl 1461cc	6M	108	245	na	11.76	14.1														
11.99	13.73	11.89	14.90	4cyl 1461cc	6M	108	245	na	11.76	14.1														
13.22	13.00*	13.10	16.24	4cyl 1461cc	6M	108	245	na	na	na														

**Fluence:** Pretty safe bet of a car. Comfortable, refined and built to last.

**TG Choice:** The E4 is our pick of the lot.

L: 462cm W: 180cm H: 148.8cm Boot: 530 litres Fuel Tank: Na, Ground Clearance: 17cm Also try: Toyota Corolla Altis

E2 Diesel	13.86	16.32	13.68	17.64	4cyl 1461cc	6M	108	240	170	11.7	21	+	+	+	+	+	+	+	+	+	+	+	7/10
E4 Diesel	15.49	18.05	15.38	20.89	4cyl 1461cc	6M	108	240	170	11.7	21	+	+	+	+	+	+	+	+	+	+	+	7/10

**Koleos:** French take on the softroader, and a pretty good one at that.

Build: Import

**TG Choice:** The 4x2 MT should do just fine.

L: 452cm W: 185.5m H: 169.5cm Boot: NA Fuel Tank: 65 litres, Ground Clearance: 20.6 cm Also try: Chevrolet Captiva, Hyundai Santa Fe

4x2 MT	21.65	24.85	21.55	28.43	4cyl 1995cc	6M	148	320	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10
4x4 MT	23.97	27.95	23.97	32.28	4cyl 1995cc	6M	171	320	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10
4x4 AT	25.42	29.10	25.30	35.57	4cyl 1995cc	6A	171	320	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10

**Kwid:** Bigger than the Alto, features more equipment than the Alto, offers more power than the Alto. What's not to like?

**TG Choice:** Why would you not buy the RXT (O)? It even gets a driver airbag.

L: 367.9cm W: 157.9m H: 147.8cm Boot: 300 litres Fuel Tank: 28 litres Ground Clearance: 18 cm Also try: Maruti Alto 800, Hyundai Eon

STD	2.7	2.57*	2.74	2.67*	3cyl 799cc	5M	53	72	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10
RXE	3.03	2.89*	3.06	2.98*	3cyl 799cc	5M	53	72	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
RXE (O)	3.09	2.95*	3.12	3.04*	3cyl 799cc	5M	53	72	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
RXL	3.25	3.12*	3.29	3.21*	3cyl 799cc	5M	53	72	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
RXT	3.57	3.44*	3.6	3.51*	3cyl 799cc	5M	53	72	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
RXT (O)	3.66	3.53*	3.69	3.6*	3cyl 799cc	5M	53	72	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10

**Lodgy:** Ticks all the right boxes. Highly practical MPV capable of rewriting the rules of the game.

**TG Choice:** The RXL 110PS should do just fine, unless you need the added kit.

L: 449.8cm W: 175.1m H: 169.7cm Boot: 207-1,861 litres Fuel Tank: 50 litres Ground Clearance: 17.4 cm Also try: Toyota Innova, Honda Mobilio, Maruti Ertiga

STD 85PS	8.30	8.19*	8.32	10.21	4cyl 1461cc	5M	84	200	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10
RXE 85PS	9.10	8.99*	9.12	11.18	4cyl 1461cc	5M	84	200	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
RXL 85PS	9.70	9.59*	9.72	12	4cyl 1461cc	5M	84	200	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
RXL 110PS	10.20	10.09*	10.22	12.61	4cyl 1461cc	6M	109	245	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
RXZ 85PS	11	10.89*	11.02	13.58	4cyl 1461cc	5M	84	200	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
RXZ 110PS 8-str	11.60	11.49*	11.62	14.31	4cyl 1461cc	6M	109	245	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
RXZ 110PS 7-str	11.90	11.79*	11.92	14.68	4cyl 1461cc	6M	109	245	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10
Stepway	12.52	12.29*	12.12	15.37	4cyl 1461cc	6M	109	245	na	na	na	+	+	+	+	+	+	+	+	+	+	+	7/10

**Scala:** The French version of the Sunny.

**TG Choice:** The RXZ as it comes with the goodness of diesel and all the features that you'd need.

L: 442.5cm W: 169.5m H: 150.5cm Boot: 490 litres Fuel Tank: 41 litres Ground Clearance: 16.1cm Also try: Maruti DZire, Nissan Sunny, Toyota Etios

RXL	8.84	9.96	8.30	11.13	4cyl 1461cc	5M	85	200	na	13.8	18	+	+	+	+	+	+	+	+	+	+	+	6/10
RXZ	9.75	10.95	8.81	12.36	4cyl 1461cc	5M	85	200	na	13.8	18	+	+	+	+	+	+	+	+	+	+	+	6/10
RXE Petrol	7.21	8.05	7.19	8.66	4cyl 1498cc	5M	98	134	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10
RXL Petrol	7.99	8.89	7.97	9.59	4cyl 1498cc	5M	98	134	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10
RxL CVT	9.50	9.41*	9.47	11.37	4cyl 1498cc	CVT	100	134	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10
RxZ CVT	10.37	10.34*	10.37	12.60	4cyl 1498cc	CVT	100	134	na	na	na	+	+	+	+	+	+	+	+	+	+	+	6/10

**Pulse:** The masculine version of the Nissan Micra.

**TG Choice:** The RXL makes more sense, because you'd rather buy the Swift instead of the RXZ

L: 380.5cm W: 166.5m H: 153cm Boot: 251 litres Fuel Tank: 41 litres Ground Clearance: na Also try: Nissan Micra, Maruti Swift

RXL	6.13	6.97	6.11	7.20	4cyl 1461cc	5M	63	160	na	na	na	+	+	+	+	+	+	+	+	+	+	+	5/10
RXZ	6.97	7.89	6.95	8.02	4cyl 1461cc	5M	63	160	na	na	na	+	+	+	+	+	+	+	+	+	+	+	5/10
RXE Petrol	4.41	4.88	4.41	5.19	3cyl 1198cc	5M	75	104	na	na	na	+	+	+	+	+	+	+	+	+	+	+	5/10
RXL Petrol	5.15	4.66	5.14	5.79	3cyl 1198cc	5M	75	104	na	na	na	+	+	+	+	+	+	+	+	+	+	+	5/10
RXZ Petrol	5.74	6.27	5.72	6.78	3cyl 1198cc	5M	75	104	na	na	na	+	+	+	+	+	+	+	+	+	+	+	5/10



## ROLLS-ROYCE

Dealers 5 Warranty 4yrs Website www.rolls-roycemotorcars.com

Company description: A century after Mr Royce built his first car, the world's most luxurious carmaker is still going strong.

TG Awards: -

**Phantom:** Take first-class, multiply by 10, square that, and you're getting close.

Build: Import

**TG Choice:** Ideal for driving off with her from the wedding reception.

L: 583.4cm W: 199cm H: 163.8cm Boot: 460 litres Fuel Tank: 100 litres Ground Clearance: NA Also try: Maybach 57S

Phantom	na	600*	na	600*	12cyl 6749cc	6A	453	720	250	5.9	6.3	+	+	+	+	+	+	+	+	+	+	+	9/10
Phantom Coupe	na	na	na	na	12cyl 6749cc	6A	453	720	250	5.6	6.4	+	+	+	+	+	+	+	+	+	+	+	8/10
Drophead Coupe	na	na	na	na	12cyl 6749cc	6A	453	720	250	5.8	6.4	+	+	+	+	+	+	+	+	+	+	+	8/10



# TOPGEAR NEW CAR GUIDE

Renault continued

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

**Ghost:** The baby Rolls isn't much of a baby, really. Larger than most sedans and more luxurious than a private jet. **Build: Import**

**TG Choice:** The EWB offers more space and tall the luxury you'd ever need

L: 583.4cm W: 199cm H: 155cm Boot: 460 litres Fuel Tank: 100 litres, Ground Clearance: NA Also try: Bentley Mulsanne

Ghost EWB

na	455*	na	455*	12cyl 6592cc	8A	562	780	250	4.9	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
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**SKODA** Dealers 106 Warranty 2yrs Website www.skoda-auto.co.in

Company description: New products like the Octavia and Yeti make it rather exciting. But service and support still have issues.

**TG Awards:** Saloon of the year 2014: Octavia

\*The new Octavia is the ultimate saloon that keeps you happy no matter what seat you're in'

**Octavia:** Skoda gets its chart-busting Octavia back, but will it change Skoda's fortunes once again in India? **Build: Assembled**

**TG Choice:** The 1.8 TSI AT ticks all the right boxes as far as economy and performance go. Did we mention the long features list?

L: 465.9 cm W: 181.4cm H: 147.6cm Boot: 590 litres Fuel Tank: 50 litres, Ground Clearance: 15.8cm Also try: Hyundai Elantra, Toyota Corolla Altis

Active 1.4 TSI	14.20	16.00	14.20*	16.72	4cyl 1395cc	6M	138	250	210	9.62	13.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Ambition 1.4 TSI	15.21	17.14	15.21*	19.52	4cyl 1395cc	6M	138	250	210	9.62	13.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Elegance 1.8 TSI AT	18.57	20.94	18.57*	21.75	4cyl 1798 cc	7A	177	250	210	8.1	11.85	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Active 2.0 TDI	15.82	18.26	15.82	18.98	4cyl 1968cc	6M	140	320	210	8.91	12.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Ambition 2.0 TDI CR	16.84	19.42	16.84	21.87	4cyl 1968cc	6M	140	320	210	8.91	12.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Ambition 2.0 TDI CR AT	17.86	20.58	17.86	22.69	4cyl 1968cc	6A	140	320	210	8.6	13.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Elegance 2.0 TDI CR AT	19.79	22.79	19.79	25.37	4cyl 1968cc	6A	140	320	210	8.6	13.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10



**Superb:** The real big car for reasonable money at the high end of the market.

**Build: Assembled**

**TG Choice:** The 2.0TDI if you are paying for fuel. V6 if the company pays for it.

L: 483 cm W: 181.7cm H: 148.2cm Boot: 565 litres Fuel Tank: 60 litres, Ground Clearance: 15.8cm Also try: Toyota Camry, VW Passat, Hyundai Sonata

1.8 TSI Ambition MT	18.38	22.35	18.38	21.63	4cyl 1798cc	6M	158	250	210	9	8.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.8 TSI Elegance AT	22.33	24.00	22.33	28.17	4cyl 1798cc	7A	160	250	210	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.8 TSI Elegance MT	20.72	NA	20.72	26.20	4cyl 1798 cc	6M	158	250	210	9	8.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
2.0 TDI	25.24	26.20	25.24	32.22	4cyl 1968cc	6A	140	320	206	10.38	11.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10



**Rapid:** Does most things right, very few wrong. With all the nice touches of the Vento, you can't go wrong.

**TG Choice:** The Ambition 1.6 TDI as it is a lakh cheaper and comes with all the safety features.

L: 438.6 cm W: 169.9 cm H: 146.6cm Boot: 460ltr Fuel Tank: 55 litres, Ground Clearance: 16.8 cm Also try: VW Vento, Honda City, Maruti Suzuki SX4, Hyundai Verna, Ford Fiesta

Active 1.6 MPI	7.24	7.85	7.24	9.12	4cyl 1598cc	5M	103	153	195	11.3	10.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Ambition 1.6 MPI	8.13	8.36	8.13	10.30	4cyl 1598cc	5M	103	153	195	11.3	10.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Elegance 1.6 MPI	9.11	9.32	9.11	11.02	4cyl 1598cc	5M	103	153	195	11.3	10.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Elegance 1.6 MPI DSG	10.09	10.45	10.09	12.27	4cyl 1598cc	6A	103	153	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Active 1.6 TDI	8.41	9.38	8.41	10.72	4cyl 1498cc	5M	103	250	na	10.9	14.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Ambition 1.6 TDI	9.38	9.40	9.38	13.21	4cyl 1498cc	5M	103	250	na	10.9	14.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Elegance Plus 1.6 TDI	10.15	9.90	10.15	12.66	4cyl 1498cc	5M	103	250	na	10.9	14.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Ambition 1.6TDI DSG	10.68	10.49*	10.68	10.76*	4cyl 1498cc	7A	103	250	na	12.1	14.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Elegance 1.6TDI DSG	11.03	10.84*	11.03	14.01	4cyl 1498cc	7A	103	250	na	12.1	14.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10



**Yeti:** It's cleaner, greener, smaller and smarter than any SUV out there.

**Build: Assembled**

**TG Choice:** Elegance for sure as it gets the cool touchscreen audio system.

L: 422cm W: 179cm H: 169.1cm Boot: 416 litres Fuel Tank: 55 litres, Ground Clearance: 18cm Also try: Toyota Fortuner, Ford Endeavour, Tata Aria

Elegance 4x2	19.32	18.99*	19.32	24.66	4cyl 1968cc	5M	108	250	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Elegance 4x4	20.90	20.53*	20.90	26.71	4cyl 1968cc	6M	138	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10



**SSANGYONG** Dealers na Warranty na Website www.ssangyongrexton.in

Company description: Bought by Mahindra a few years back, now sells the Rexton in India. The entire SUV range will follow.

**TG Awards:** -

**Rexton:** Packed with equipment, at a mouth-watering price. A big soft-roader that won't eat into your wallet. **Build: Assembled**

**TG Choice:** RX7 for the extra power and a convenient auto transmission.

L: 475.5cm W: 190cm H: 178.5cm Boot: na Fuel Tank: 78 litres Ground Clearance: 25.2cm Also try: Toyota Fortuner, Hyundai Santa Fe, Chevrolet Captiva

RX5	NA	17.75*	NA	22.87	5cyl 2696cc	5M	162	340	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
RX6	20.19	23.10	20.17	24.34	5cyl 2696cc	5M	162	340	180	12.33	10.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
RX7	NA	19.67*	NA	25.80	5cyl 2696cc	5A	184	402	na	10.25	7.75	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10



**TATA** Dealers na Warranty na Website www.tatamotors.com

Company description: Still struggling with quality and dynamics, but it has the best cars if you want the maximum for the minimum.

**TG Awards:** Comeback of the Year 2015: Zest

\*Tata's taken tough decisions, and the Zest is a result of that renewed purpose'

**Aria:** Big bully of an MPV. Nice engine and lots of gizmos to keep you interested.

**TG Choice:** Pride for sure, after giving into the crossover marketing gimmick and before the fall, Pride shall do just fine.

L: 478cm W: 189.5 cm H: 178cm Boot: na Fuel Tank: 60 litres, Ground Clearance: 18.5cm Also try: Toyota Innova, Mahindra XUV 500

Pride 4X4	16.81	19.35	16.73	18.79	4cyl 2179cc	5M	138	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Pure 4X2	12.05	NA	11.98	12.60	4cyl 2179cc	5M	138	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Pleasure 4X2	13.40	15.45	13.32	15.31	4cyl 2179cc	5M	138	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10





TOPGEAR  
NEW CAR GUIDE

◀ Skoda continued

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

**Bolt:** The two-box version of the Zest. Quite capable, but priced precariously close to established rivals**TG Choice:** The XT Petrol should do just fine.

L: 382.5cm W: 169.5 cm H: 156.2cm Boot: 210 litres Fuel Tank: 44 litres, Ground Clearance: 16.5cm Also try: Hyundai Grand i10, Maruti Swift

XE Petrol	4.43	4.45*	4.50	5.55	4cyl 1193cc	5M	88	140	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	7/10
XM Petrol	5.15	5.16*	5.22	6.38	4cyl 1193cc	5M	88	140	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	7/10
XMS Petrol	5.40	5.40*	5.46	6.66	4cyl 1193cc	5M	88	140	na	na	na	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	7/10
XT Petrol	6.07	6.06*	6.14	7.46	4cyl 1193cc	5M	88	140	na	na	na	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	7/10
XE Diesel	5.52	5.50*	5.59	6.90	4cyl 1248cc	5M	74	190	na	na	na	✗	✗	✗	✗	✗	✓	✗	✓	✗	✗	7/10
XM Diesel	6.15	6.11*	6.21	7.64	4cyl 1248cc	5M	74	190	na	na	na	✗	✓	✓	✗	✗	✓	✗	✓	✗	✗	7/10
XMS Diesel	6.38	6.34*	6.45	7.92	4cyl 1248cc	5M	74	190	na	na	na	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	7/10
XT Diesel	7.05	7.00*	7.12	8.72	4cyl 1248cc	5M	74	190	na	na	na	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	7/10

**Movus:** Utilitarian Sumo knocks hard on upmarket SUV doors. Really hard.**TG Choice:** LX for the sheer value-for-money that the MUV offers.

L: 442cm W: 179 cm H: 194cm Boot: 150 litres Fuel Tank: 65 litres, Ground Clearance: 18cm Also try: Mahindra Scorpio, Toyota Innova, Chevrolet Tavera

CX	8.11	8.41	8.03	9.73	4cyl 2179cc	5M	119	250	140	18.4	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	4/10
LX	8.56	8.86	8.46	10.07	4cyl 2179cc	5M	119	250	140	18.4	na	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	4/10

**Indica eV2:** The Indica has more than delivered on the 'more car per car' promise. If only it were more refined.**TG Choice:** For this price, its rivals have better cars.

369cm 166.5 cm H: 148.5cm 220 litre 37 litres, 16.5cm Also try Maruti Suzuki Wagon R, Hyundai i10

LS D	4.00	5.28	4.16	5.60	4cyl 1396cc	5M	70	140	140	16.44	15	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	4/10
LX D	5.34	5.65	5.93	6.11	4cyl 1396cc	5M	70	140	140	16.44	15	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	4/10

**Indica Vista:** A completely new platform offering more space and refined new engines to go with it.**TG Choice:** VX with the brilliant diesel engine from Fiat.

L: 379.5cm W: 169.5 cm H: 155cm Boot: 232 litre Fuel Tank: 37 litres Ground Clearance: 16.5cm Also try: Maruti Suzuki Swift, Fiat Punto

LS	4.99	4.50	4.96	6.61	4cyl 1248cc	5M	74	190	na	15.62	15.3	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
VX Tech	6.94	6.83*	6.91	7.39	4cyl 1248cc	5M	74	190	na	15.62	15.3	✗	✓	✓	✗	✗	✓	✗	✗	✗	✗	5/10

**Indigo eCS:** Smallest sedan on the market is more like a hatch with a boot.**TG Choice:** eLSD the variant sounds cooler than the actual car.

L: 399cm W: 193cm H: 154cm Boot: 300 litres Fuel Tank: 45 litres, Ground Clearance: 16.5cm Also try: Inventing a segment.

eGLX P	4.86	5.21	4.83	5.53	4cyl 1193cc	5M	64	100	na	na	na	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	4/10
eGLS P	5.09	5.45	5.93	5.78	4cyl 1193cc	5M	64	100	na	na	na	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	4/10
LS D	5.36	6.20	5.68	6.61	4cyl 1399cc	5M	69	140	na	16.5	16.3	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	4/10
VX D	5.87	6.45	5.08	6.92	4cyl 1399cc	5M	69	140	na	16.5	16.3	✗	✓	✓	✗	✗	✓	✗	✓	✗	✗	4/10

**Nano:** Gets a much-needed shot in the arm with the introduction of an AMT. A much nicer package now**TG Choice:** The XTA is the perfect choice for the city. Well-equipped, too.

L: 310cm W: 150 cm H: 165.2cm Boot: 94-110 litre Fuel Tank: 15 litres Ground Clearance: 18cm Also try: Maruti Suzuki Alto, Chevrolet Spark, public transport

XE	2.14	1.99	2.16	2.61	2cyl 624cc	4M	37	51	105	29.6	19.3	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
XM CNG	na	2.25	na	3	2cyl 624cc	4M	37	51	105	30.4	na	✗	✗	✗	✗	✗	✓	✗	✓	✗	✗	5/10
XT	2.62	2.49*	2.63	3.19	2cyl 624cc	4M	37	51	105	30.4	na	✗	✗	✗	✗	✗	✓	✗	✓	✗	✗	5/10
XMA	2.81	2.69*	2.82	3.43	2cyl 624cc	5AMT	37	51	105	30.4	na	✗	✗	✗	✗	✗	✓	✗	✓	✗	✗	6/10
XTA	3	2.89*	3	3.66	2cyl 624cc	5AMT	37	51	105	30.4	na	✗	✗	✗	✗	✗	✓	✗	✓	✗	✗	6/10

**Manza:** Sedan derivative of the Indica Vista, the big rear means it can gobble down huge amounts of luggage. 77**TG Choice:** Go for the Quadrajet Aqua, as this will fulfill most of your requirements of a daily runabout.

L: 441cm W: 170cm H: 155cm Boot: 460 litres Fuel Tank: 44 litres, Ground Clearance: 16.5cm Also try: Mahindra Verito, Maruti DZire.

Safire GLX	5.66	6.32	5.66	7.47	4cyl 1368cc	5M	89	115	na	na	na	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	6/10
Safire GVX	6.02	6.72	6.02	7.92	4cyl 1368cc	5M	89	115	na	na	na	✗	✗	✗	✗	✗	✓	✗	✓	✗	✗	6/10
Safire GEX	7.12	8.10	7.11	9.05	4cyl 1368cc	5M	89	115	na	na	na	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	6/10
Quadrajet LX	6.44	7.55	6.44	8.39	4cyl 1248cc	5M	89	200	160	14.22	14	✗	✓	✓	✗	✗	✓	✗	✓	✗	✗	6/10
Quadrajet VX	6.89	8.50	6.89	9.17	4cyl 1248cc	5M	89	200	160	14.22	14	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	6/10
Quadrajet EX	7.98	9.29	7.98	10.31	4cyl 1248cc	5M	89	200	160	14.22	14	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	6/10

**Safari Storme:** Big, heavy, ponderous and somehow likeable. Colossal comfort, great off-road ability.**TG Choice:** VX 4x4 as it's a great off-roader and can go places without fearing the terrain.

L: 465cm W: 193cm H: 192.2cm Boot: 980 litres Fuel Tank: 55litres, Ground Clearance: 20.5cm Also try: Mahindra Scorpio, Ford Endeavour

VX 4x4 400Nm	14.81	14.6*	14.79	14.91*	4cyl 2179cc	6M	154	400	na	na	na	✓	✓	✓	✗	✗	✓	✓	✓	✓	✗	6/10
LX 4x2	10.30	9.95*	10.30	13.07	4cyl 2179cc	5M	148	320	na	14.2	10.5	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	6/10
EX 4x2	11.22	10.82*	11.21	14.01	4cyl 2179cc	5M	148	320	na	14.2	10.5	✗	✗	✗	✗	✗	✓	✗	✓	✗	✗	6/10
VX 4x2	13.00	12.40*	12.98	15.87	4cyl 2179cc	5M	138	320	na	14.2	10.5	✓	✓	✓	✗	✗	✓	✓	✓	✗	✗	6/10
VX 4x4	14.32	13.67*	14.30	17.45	4cyl 2179cc	5M	138	320	na	15.13	10	✓	✓	✓	✗	✗	✓	✓	✓	✗	✗	6/10

**Zest:** A compact sedan available with a turbo-petrol motor, and an automated manual 'box, but only with a diesel engine for now**TG Choice:** XMA as it's got the perfect combination of a diesel motor paired to an automated manual gearbox that makes life easy.

L: 399.5cm W: 170.6cm H: 157cm Boot: 390 litres Fuel Tank: 44litres Ground Clearance: 17.5cm Also try: Hyundai Xcent, Honda Amaze, Maruti DZire

XE 1.2 P	4.63	4.64*	4.68	6.07	4cyl 1193cc	5M	89	140	na	na	na	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	7/10
XM 1.2 P	5.25	5.25*	5.31	6.81	4cyl 1193cc	5M	89	140	na	na	na	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	7/10
XMS 1.2 P	5.43	5.43*	5.49	7.05	4cyl 1193cc	5M	89	140	na	na	na	✓	✓	✓	✗	✗	✓	✓	✓	✗	✗	7/10
XT 1.2 P	6.01	5.99*	6.06	7.75	4cyl 1193cc	5M	89	140	na	na	na	✓	✓	✓	✗	✗	✓	✓	✓	✗	✗	7/10





TOPGEAR  
NEW CAR GUIDE

Tata continued

TOPGEAR NEW CAR GUIDE	Price				Numbers							Features											TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid		
◀ Tata continued																							
XE 1.3 D	5.67	5.64*	5.73	7.39	4cyl 1248cc	5M	74	190	na	na	na	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖		
XM 1.3 D	6.31	6.27*	6.37	8.20	4cyl 1248cc	5M	89	200	na	na	na	✖	✔	✔	✖	✔	✖	✔	✔	✔	✖		
XMS 1.3 D	6.49	6.45*	6.55	8.34	4cyl 1248cc	5M	89	200	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✖		
XMA 1.3 D	7.05	6.99*	7.10	9.08	4cyl 1248cc	5A	89	200	na	na	na	✖	✔	✔	✖	✔	✖	✔	✔	✔	✖		
XT 1.3 D	7.05	6.99*	7.10	9.13	4cyl 1248cc	5M	89	200	na	na	na	✔	✔	✔	✔	✔	✖	✔	✔	✔	✔		



TOYOTA Dealers 152 Warranty na Website www.toyotabharat.com

Company description: Massive world-player but also churns out the reliably unexceptional in frightening numbers.

TG Awards: -

**Camry:** The handsome new Camry is fast and spacious, and has a great cabin.

Build: Assembled

**TG Choice:** The Hybrid is you want low running costs.

L: 482.5cm W: 182.5cm H: 148cm Boot: 484 litres Fuel Tank: 70 litres, Ground Clearance: 16cm Also try: Nissan Teana, VW Passat, Hyundai Sonata

Hybrid	29.36	29.75	29.12	33.56	4cyl 2494cc	6A	202	213	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	8/10
2.5i	25.46	24.77	25.08	28.95	4cyl 2494cc	6A	178	233	na	8.93	9.8	+	+	+	+	+	+	+	+	+	+	+	+	7/10

**Corolla Altis:** The new one is not all-new but still very good. Altis is a refined, comfortable businessman's sedan.**TG Choice:** The diesel GL would be just fine, as Corollas are usually chauffeur-driven.

L: 454cm W: 176cm H: 147.5cm Boot: 475 litres Fuel Tank: 55 litres, Ground Clearance: 17.5cm Also try: Chevrolet Cruze, Renault Fluence.

JS	12.19	13.79	12.20	14.52	4cyl 1798cc	6M	138	173	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	7/10
G	13.94	15.78	13.96	16.68	4cyl 1798cc	6M	138	173	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	7/10
GL	15.58	17.65	15.60	18.64	4cyl 1798cc	6M	138	173	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	7/10
G (CVT)	15.24	17.26	15.26	18.23	4cyl 1798cc	7A	138	173	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	7/10
V L	17.09	19.36	17.11	20.44	4cyl 1798cc	7A	138	173	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	7/10
D-4D J	13.27	15.02	13.29	16.10	4cyl 1364cc	6M	87	205	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	7/10
D-4D G	15.24	17.26	15.26	18.49	4cyl 1364cc	6M	87	205	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	7/10
D-4D GL	16.88	19.12	16.90	20.48	4cyl 1364cc	6M	87	205	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	7/10
D-4DJS	13.84	15.67	13.86	16.79	4cyl 1364cc	6M	87	205	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	7/10

**Etios:** Made not to excite but just smack you with the practicality and comfort of a Toyota.**TG Choice:** The V should be just fine as this car is for people who put logic over excitement.

L: 426.5cm W: 169.5 cm H: 151cm Boot: 595 litres Fuel Tank: 45 litres, Ground Clearance: 17cm Also try: Maruti Swift Dzire, Mahindra Verito

J	5.35	5.46	5.40	6.64	4cyl 1496cc	5M	89	132	180	11.2	12.9	+	+	+	+	+	+	+	+	+	+	+	+	4/10
G	5.89	6	5.96	7.25	4cyl 1496cc	5M	89	132	180	11.2	12.9	+	+	+	+	+	+	+	+	+	+	+	+	4/10
V	6.61	7.22	6.65	8.04	4cyl 1496cc	5M	89	132	180	11.2	12.9	+	+	+	+	+	+	+	+	+	+	+	+	4/10
VX	6.99	7.72	7.04	8.49	4cyl 1496cc	5M	89	132	180	11.2	12.9	+	+	+	+	+	+	+	+	+	+	+	+	4/10
GD	6.97	7.30	7.04	8.58	4cyl 1364cc	5M	67	170	170	na	na	+	+	+	+	+	+	+	+	+	+	+	+	4/10
VD	7.68	8.39	7.73	9.38	4cyl 1364cc	5M	67	170	170	na	na	+	+	+	+	+	+	+	+	+	+	+	+	4/10
VXD	8.07	8.90	8.12	9.85	4cyl 1364cc	5M	67	170	170	na	na	+	+	+	+	+	+	+	+	+	+	+	+	4/10

**Etios Liva:** A practical, no-nonsense family car that we need, but not necessarily want.**TG Choice:** The V makes perfect sense for a hatchback that tilts more towards practicality.

L: 377.5cm W: 169cm H: 151cm Boot: 251 litres Fuel Tank: 45 litres, Ground Clearance: 17cm Also try: Maruti Swift, Maruti Ritz, VW Polo.

GD	6.11	6.20	6.14	7.48	4cyl 1364cc	5M	67	170	160	na	na	+	+	+	+	+	+	+	+	+	+	+	+	5/10
J	4.63	4.48	4.65	5.62	4cyl 1197cc	5M	79	104	na	14.33	14.4	+	+	+	+	+	+	+	+	+	+	+	+	5/10
G	4.85	5.12	4.88	5.87	4cyl 1197cc	5M	79	104	na	14.33	14.4	+	+	+	+	+	+	+	+	+	+	+	+	5/10
V	5.64	5.63	5.64	6.77	4cyl 1197cc	5M	79	104	na	14.33	14.4	+	+	+	+	+	+	+	+	+	+	+	+	5/10
VX	6.02	6.57	6.02	7.22	4cyl 1197cc	5M	79	104	na	14.33	14.4	+	+	+	+	+	+	+	+	+	+	+	+	5/10
Cross V	7.46	8.25	7.46	8.93	4cyl 1496cc	5M	89	132	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	5/10
Cross VD	7.46	8.44	7.46	9.08	4cyl 1364cc	5M	67	170	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	5/10

**Fortuner:** Brutal power and great value. Interiors are practical but not very well finished. Powerful engine though.**TG Choice:** Despite two new variants, we would still stick to the old school 4x4 Manual.

L: 470.5cm W: 184cm H: 185cm Boot: na Fuel Tank: 80 litres, Ground Clearance: 22 cm Also try: Ford Endeavour, Honda CR-V, Chevrolet Captiva

4x4 Manual	23.41	22.93	23.36	28.74	4cyl 2982cc	5M	168	343	170	11.2	12	+	+	+	+	+	+	+	+	+	+	+	+	6/10
4x2 Auto	23.15	24.10	23.10	28.41	4cyl 2982cc	4A	168	360	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	6/10
4x2 Manual	22.78	24.50	22.11	27.21	4cyl 2982cc	5M	168	343	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	6/10

**Innova:** Incredible. Does absolutely everything, and does it with gusto. Also available in CNG variant for ₹ 85,000 extra.**TG Choice:** VX 7S, as it comes with all the creature comforts, and captain seats at the back.

L: 455.5cm W: 177cm H: 176cm Boot: na Fuel Tank: 55 litres, Ground Clearance: 17.5cm Also try: Mahindra Scorpio, Tata Sumo Grande, Mahindra Xylo

GX 7S D	12.53	12.33	12.55	15.15	4cyl 2494cc	5M	100	200	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	6/10
GX 8S D	12.59	12.37	12.60	15.21	4cyl 2494cc	5M	100	200	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	6/10
VX 7S D	14.63	14.38	14.57	17.64	4cyl 2494cc	5M	100	200	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	6/10
VX 8S D	14.67	14.42	14.61	17.69	4cyl 2494cc	5M	100	200	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	6/10
Z	15.16	na	15.10	18.28	4cyl 2494cc	5M	100	200	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	6/10

**Land Cruiser Prado:** Big, thirsty and not ballerina-like on-road, but a great SUV despite that.

Build: Import

**TG Choice:** Try the Mitsubishi Montero, it's a better SUV on and off the road.

L: 478.0cm W: 188.5cm H: 188cm Boot: 620 litres Fuel Tank: 87 litres, Ground Clearance: 22cm Also try: Mitsubishi Montero, Volvo XC 90

Prado	86.14	84.87*	85.87	98.51	4cyl 2982cc	5A	170	410	na	na	na	+	+	+	+	+	+	+	+	+	+	+	+	7/10
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# TOPGEAR NEW CAR GUIDE

◀ Toyota continued

Price				Numbers							Features										TG RATING
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	

**Land Cruiser:** Bigger, thirstier version of the Prado, with a V8. The best off-roader that money can buy. **Build: Import**

**TG Choice:** Comes with a long list of features to choose from, only one engine option, the V8 diesel.

**L:** 495cm **W:** 187 cm **H:** 186.5cm **Boot:** na **Fuel Tank:** 83 litres, **Ground Clearance:** 22cm **Also try:** Mercedes GL-Class, Audi Q7

V8	115	85*	115.5	103	8cyl 4461cc	6A	261	650	na	11.4	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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**Prius:** Toyota gets its green face to India at a price. Well, who said going green was cheap?

**Build: Import**

**TG Choice:** Any variant you choose, you'll have done your bit for Mother Nature.

**L:** 446cm **W:** 174.5cm **H:** 152.5cm **Boot:** na **Fuel Tank:** 45 litres, **Ground Clearance:** NA **Also try:** Nothing yet.

Z3	27	30.7	27	32	4cyl 1798cc	6A	98	149	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
Z4	28	32.22	28	34	4cyl 1798cc	6A	98	149	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10



**VOLKSWAGEN** Dealers 110 Warranty 2yrs/ unlimited km Website [www.volkswagen.co.in](http://www.volkswagen.co.in)

**Company description:** The international giant has been getting good response in India, thanks to German engineering with an affordable pricetag.

**TG Awards:** Most improved car of the year 2014: Polo GT TSI  
'It's like watching a good ol' movie from the 1960s in technicolor'

**Beetle:** It's back! The cute little VeeDub has returned, but it now looks a lot more grown-up.

**Build: Assembled**

**TG Choice:** The only choice here is the colour.

**L:** 427.8cm **W:** 180.8 cm **H:** 148.6cm **Boot:** na **Fuel Tank:** 55 litres **Ground Clearance:** 13.6cm **Also try:** Mini Cooper

1.4 TSI	na	na	na	28.73*	4cyl 1395cc	7A	147	250	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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**Jetta:** More than just a bigger Vento, even if some equipment is missing.

**Build: Assembled**

**TG Choice:** Highline AT, pity there's no auto in the other variants.

**L:** 464.4cm **W:** 177.7 cm **H:** 145.3cm **Boot:** na **Fuel Tank:** 55 litres, **Ground Clearance:** 13.9cm **Also try:** Toyota Corolla Altis

Trendline	14.37	16.40	14.31	18.35	4cyl 1968cc	6M	139	320	206	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Comfortline	15.79	18	15.72	20.64	4cyl 1968cc	6M	139	320	187	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Highline	17.36	19.80	17.29	22.90	4cyl 1968cc	6M	139	320	187	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Highline AT	18.18	20.68	18.10	24.33	4cyl 1968cc	6A	139	320	187	10.1	10	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Trendline P	13.84	13.60*	13.84	16.61	4cyl 1390cc	6M	121	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Comfortline P	15.33	15.07*	15.33	18.39	4cyl 1390cc	6M	121	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**Polo:** Smart, sophisticated, German. Sticks to all the norms and is affordable too.

**TG Choice:** The GT TSI is our pick of the lot.

**L:** 397cm **W:** 168.2cm **H:** 146.9cm **Boot:** 280 litres **Fuel Tank:** 45 litres, **Ground Clearance:** 16.8cm **Also try:** Hyundai i20, Honda Jazz, Fiat Punto, Maruti Swift

1.2 Trendline P	4.57	6.05	4.6	6.38	3cyl 1198cc	5M	74	110	175	14.47	14.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.2 Comfortline P	5.1	6.69	5.1	7.10	3cyl 1198cc	5M	74	110	175	14.47	14.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.2 Highline P	6.04	7.38	6.1	7.59	3cyl 1198cc	5M	74	110	175	14.47	14.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.5 Trendline D	5.6	7.54	5.63	8.08	4cyl 1498cc	5M	88	230	160	13.6	14	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.5 Comfortline D	6.1	8.22	6.15	8.82	4cyl 1498cc	5M	88	230	160	13.6	14	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.5 Highline D	7.06	8.74	7.12	9.31	4cyl 1498cc	5M	88	230	160	13.6	14	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.2 GT TSI	na	9.50	na	9.91	4cyl 1197cc	7A	103	175	172	10.85	12.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
1.5 GT TDI	8.22	9.83	8.22	10.08	4cyl 1498cc	5M	103	250	180	10.27	13	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Cross Polo	na	9.36	na	8.29	3cyl 1199cc	5M	74	180	na	15.66	15.9	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10

**Vento:** Fantastic value for a VW sedan; tarmac-smothering ride and still a great looker.

**TG Choice:** 1.5 Highline diesel, for German build quality with diesel economy.

**L:** 438.4cm **W:** 169.9 cm **H:** 146.6cm **Boot:** 527 litres **Fuel Tank:** 55 litres, **Ground Clearance:** 16.8cm **Also try:** Hyundai Verna, Honda City, Maruti SX4, Fiat Linea, Ford Fiesta

1.2 TSI	na	11.83	na	12.30	4cyl 1197cc	7A	103	175	172	11.52	12.45	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.6 Trendline P	7.12	9.26	7	9.24	4cyl 1498cc	5M	103	153	185	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.6 Highline P	8.23	10.68	8.3	10.86	4cyl 1498cc	5M	103	153	185	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.5 Trendline D	8.12	10.48	8.06	10.89	4cyl 1498cc	5M	103	250	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.5 Highline D	9.23	12.04	9.31	12.53	4cyl 1498cc	5M	103	250	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.5 Comfortline D	9.05	11.16	9.01	11.96	4cyl 1498cc	5M	103	250	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.5 Comfortline D AT	9.05	11.16	9.01	13.23	4cyl 1498cc	7A	103	250	na	11.5	15	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
1.5 Highline D AT	9.05	11.16	9.01	13.80	4cyl 1498cc	7A	103	250	na	11.5	15	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

Buyers Guide continued ▶



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Volkswagen continued

Price				Numbers							Features										
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph (sec)	Fuel efficiency (kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

**VOLVO** Dealers 15 Warranty 2yrs/60,000km Website [www.volvocars.com/in](http://www.volvocars.com/in)

Company description: The company has been very subtle with its presence, just like its cars, but things are changing with the S60 and the XC60.

TG Awards: -

**S60:** The S60 comes as a breath of fresh air; it's a comfortable tourer and a worthy adversary to the German trio.

Build: Import

**TG Choice:** Kinetic D4, comes pretty well equipped minus the leather seats.

L: 463.5cm W: 209.7 cm H: 148.4cm Boot: 380 litres Fuel Tank: 67.5 litres, Ground Clearance: 13.6cm Also try: Audi A4, Merc C-Class, BMW 3 series, and perhaps a vault



D4 Kinetic	25.50	28.88	na	46.47	5cyl 1984cc	6A	160	400	220	9	11.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
D4 Momentum	28.5	32.32	na	49.88	5cyl 1984cc	6A	163	400	220	9	11.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
D5 Inscription	31.60	35.76	na	53.82	5cyl 2400cc	6A	211	440	230	8.1*	14.1*	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
T6	na	42*	na	55.98	4cyl 1969cc	8A	302	400	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**S80:** Stealth luxury car that promises top-flight comfort and safety, and decent dynamics. At a great price. Build: Import**TG Choice:** D5 is a good engine, S-Class luxury at E-Class price.

L: 485.1cm W: 210 cm H: 149.3cm Boot: 480 litres Fuel Tank: 70 litres, Ground Clearance: 14.8cm Also try: Audi A6, BMW 5-Series, Mercedes-Benz E-Class



D4 Kinetic	33.90	38.32	na	na	5cyl 1984cc	6A	163	400	240	9.6	10.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
D4 Summum	na	na	na	57.57	5cyl 1984cc	6A	163	400	240	9.6	10.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
D5 Summum	40.00	45.19	na	62.28	5cyl 2400cc	6A	202	400	225	9	13.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

**XC60:** If you crash this car, you're either unfit to drive or you're running an insurance scam.

Build: Import

**TG Choice:** Comes with a long list of optional features.

L: 464.4cm W: 163 cm H: 171.3cm Boot: 495 litres Fuel Tank: 70 litres, Ground Clearance: 21cm Also try: Audi Q5, BMW X3, Land Rover Freelander



D4 Kinetic	35.95	40.62	na	58.08	5cyl 2400cc	6A	160	400	220	10.5	10.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
D4 Summum	42.00	49.10	na	62	5cyl 2400cc	6A	211	440	200	7.8	11.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
D5 Summum	42.00	49.10	na	66.60	5cyl 2400cc	6A	211	440	200	7.8	11.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**XC90:** All-new avatar moves the game forward. Is now a real threat to its German compatriots

Build: Import

**TG Choice:** Inscription, if you want to treat yourself to the finest of Swedish luxury.

L: 462.1cm W: 163.2 cm H: na Boot: 615 litres Fuel Tank: 70 litres, Ground Clearance: 21cm Also try: Mercedes-Benz M-Class, BMW X5, Audi Q7



Momentum	na	na	na	64.90*	4cyl 1969cc	8A	222	470	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Inscription	na	na	na	77.90*	4cyl 1969cc	8A	222	470	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

**V40:** A Swedish hatch that looks rather good and is backed by strong driving dynamics.

Build: Import

**TG Choice:** Depends on your usage, really. There's a petrol and a diesel (and a 'cross' version), so you pick.

L: 437cm W: 178.3 cm H: 145.8cm Boot: 335 litres Fuel Tank: 60 litres, Ground Clearance: na Also try: Mercedes-Benz B-Class, Mini Countryman D



D3 Cross Country	na	28.5*	na	44.22	5cyl 1984cc	6A	148	350	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
T4 Cross Country	na	27*	na	27*	4cyl 1596cc	6A	177	240	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Kinetic	na	24.75*	na	33.36	5cyl 1984cc	6A	150	350	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
R-Design	na	27.70*	na	37.23	5cyl 1984cc	6A	150	350	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10



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Buyers Guide continued ▶

Price				Numbers							Features								TG RATING
Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	

**BAJAJ** Dealers na Warranty na Website [www.bajajauto.com](http://www.bajajauto.com)

Company description: The Pulsar saw them shoot to fame and they've kept the momentum going with frequent updates.

TG Awards: -

**Avenger:** Swanky, affordable cruiser is now available in two guises, and with two engine options.**L:** 217.7cm **Seat Height:** na **Wheelbase:** 148-149cm **Weight:** 148-155kg **Wheel size:** 17 inches **Fuel tank:** 14 litres **Also try:** The Enfield range

150 Street	na	0.80	na	0.88	1cyl 150cc	5M	14.5	12.5	na	na	na	✓	✓	✓	✗	✓	✓	✓	-
220 Street	na	0.90	na	0.98	1cyl 220cc	5M	19.03	17.5	na	na	na	✓	✓	✓	✓	✓	✓	✓	-
220 Cruise	na	0.90	na	0.98	1cyl 220cc	5M	19.03	17.5	na	na	na	✓	✗	✓	✗	✓	✓	✓	-

**Discover:** Bajaj's salvo in the exec segment. Quite a looker if you opt for alloys and disc-brake variant.**L:** 204cm **Seat Height:** 795 **Wheelbase:** 130.5cm **Weight:** 118kg **Wheel size:** 17 inches **Fuel tank:** 8 litres **Also try:** Gladiator, Victor 125, Glamour

100 M	0.49	0.48	0.48	0.62	1cyl 102cc	4M	9.2	9.2	na	na	70	✖	✔	✖	✖	✖	✖	✔	✖
125 M	0.51	0.50	0.49	0.68	1cyl 124cc	5M	13	10.8	na	na	na	✖	✖	✔	✔	✔	✖	✖	✖
150 F	na	na	na	0.73	1cyl 145cc	5M	14.3	12.75	na	na	na	✔	✔	✔	✔	✔	✔	✖	✖
150 S	na	na	na	na	1cyl 145cc	5M	14.3	12.75	na	na	na	✔	✔	✔	✔	✔	✔	✖	✖

**Pulsar:** Arguably, India's most popular bike for those who crave power and flamboyance. Near-perfect bike, fast, fun and practical.**L:** 203cm **Seat Height:** na **Wheelbase:** 132cm **Weight:** 137-165kg **Wheel size:** 17 inches **Fuel tank:** 15 litres **Also try:** Unicorn, CBZ X-treme, Apache

135 LS	0.60	0.58	0.59	0.76	1cyl 134cc	5M	13.5	11.4	na	na	35	✓	✓	✓	✓	✓	✓	✗	6/10
150	0.67	0.66	0.67	0.85	1cyl 149.5cc	5M	15.06	12.5	na	na	52.6	✓	✓	✓	✗	✓	✓	✗	4/10
180	0.70	0.69	0.70	0.81	1cyl 178cc	5M	17	14.22	na	na	45	✓	✓	✓	✗	✓	✓	✗	4/10
220	0.83	0.81	0.82	1.02	1cyl 220cc	5M	21	19.2	na	na	35	✓	✓	✓	✗	✓	✓	✗	5/10
200NS	0.86	0.84	0.85	0.99	1cyl 200cc	5M	23	18.3	na	na	na	✓	✓	✓	✓	✓	✓	✗	7/10
RS200 ABS	1.30	1.30	1.30	1.54	1cyl 199.5cc	5M	24	18.6	na	na	na	✓	✓	✓	✓	✓	✓	✗	7/10
AS150	0.86	0.84	0.85	0.99	1cyl 149.5cc	5M	17	13	na	na	na	✓	✓	✓	✓	✓	✓	✗	7/10
AS200	1.30	1.30	1.30	1.30	1cyl 199.5cc	5M	23	18	na	na	na	✓	✓	✓	✓	✓	✓	✗	7/10

**BMW** Dealers na Warranty na Website [www.motorrad-navnitmotors.in](http://www.motorrad-navnitmotors.in)

Company description: Today, Bavaria's famed two-wheeled company still makes their ever-lovin' boxer-engined monuments.

TG Awards: **Superbike of the year 2011: BMW R1200GS**

\*The BMW R1200 GS spans the whole range of split personalities, from tyre burner to world traveller.\*

**Enduro:** A real-life legend. Will go on forever, taking a couple of armageddons in its stride.**L:** 221/224cm **Seat Height:** 85/89cm **Wheelbase:** na **Weight:** 234/259kg **Wheel size:** 17 inches **Fuel tank:** 20/33litres **Also try:** Ducati Multistrada

R 1200 GS	na	na	na	29.23*	2cyl 1170cc	6M	110	120	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
R 1200 GS Adventure	na	na	na	29.98*	2cyl 1170cc	6M	110	120	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-

**Roadster:** Hooliganism, the BMW way – pick a boxer or a more conventional inline-four.**L:** 214/222cm **Seat Height:** 80/82cm **Wheelbase:** na **Weight:** 227/243kg **Wheel size:** 17 inches **Fuel tank:** 18/19litres **Also try:** Honda CB1000R

R 1200 R	na	na	na	23.86*	2cyl 1170cc	6M	110	119	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
K 1300 R	na	na	na	26.88*	4cyl 1293cc	6M	173	140	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-

**Sport:** Quite simply, the best litre-bike there is.**L:** 205cm **Seat Height:** 82cm **Wheelbase:** na **Weight:** 204kg **Wheel size:** 17 inches **Fuel tank:** 17.5litres **Also try:** Honda CBR1000RR, Suzuki GSX-R 1000

S1000 RR	na	na	na	28.32*	4cyl 999cc	6M	193	112	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
K1300 S	na	na	na	28.10*	4cyl 1293cc	6M	172	140	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-

**Tour:** Long-range missiles. The only question is, two cylinders or six?**L:** 223cm **Seat Height:** 82cm **Wheelbase:** na **Weight:** 263kg **Wheel size:** 17 inches **Fuel tank:** 25litres **Also try:** Suzuki Hayabusa

K 1600 GT	na	na	na	35.78*	6cyl 1649cc	6M	158	175	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
K 1600 GTL	na	na	na	39.19*	6cyl 1649cc	6M	158	175	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-

**DSK BENELLI** Dealers 9 Warranty na Website [www.dskbenelli.com](http://www.dskbenelli.com)

Company description: Say hello to the other Italian bikemaker: Benelli is now in India, with its entire range of TNT motorcycles.

TG Awards: -

**TNT 25:** Single-cylinder Benelli is a versatile little number. A load of fun, too.**L:** 208cm **Seat Height:** na **Wheelbase:** 140cm **Weight:** 159kg **Wheel size:** 17 inches **Fuel tank:** 17 litres **Also try:** KTM 390 Duke

Std	na	na	na	1.68*	1cyl 249cc	6M	28.1	21.6	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	8/10
Premium	na	na	na	1.75*	1cyl 249cc	6M	28.1	21.6	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	7/10

**TNT 300:** The most affordable twin-cylinder Italian in our land.**L:** 213cm **Seat Height:** na **Wheelbase:** 141cm **Weight:** 196kg **Wheel size:** 17 inches **Fuel tank:** 16litres **Also try:** Kawasaki Z250

300	3.53	3.37	2.88	3.54	2cyl 300cc	6M	37.7	26.5	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	7/10
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**TNT 600i:** The world of four-cylinder motorcycles is now more accessible, thanks to the reasonably-priced 600i**L:** 216cm **Seat Height:** na **Wheelbase:** 148cm **Weight:** 231kg **Wheel size:** 17 inches **Fuel tank:** 15litres **Also try:** Kawasaki er-6N

600i	6.12	5.96	5.24	6.15	4cyl 600cc	6M	84	54.6	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	7/10
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Buyers Guide continued ▶

\*Indicates Ex-showroom prices for Mumbai ✓ Yes ✗ No ○ Optional Gadgets &amp; Safety Guide



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DSK Benelli continued

	Price				Numbers							Features								TG RATING
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max. speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pas beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	

**TNT 600GT:** Think 600i with a half-fairing and hard saddlebags, but only better in every single way.**L:** 215cm **Seat Height:** na **Wheelbase:** 147cm **Weight:** 243kg **Wheel size:** 17inches **Fuel tank:** 27litres **Also try:** Kawasaki Ninja 650

600GTS	6.67	6.50	6.09	6.70	4cyl 600cc	6M	84	54.6	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	8/10
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**TNT 899:** A characterful, large-hearted three-pot naked that's priced a little too high.**L:** na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 16litres **Also try:** Kawasaki Z800 and Z1000

899	10.94	10.77	9.65	11	3cyl 898cc	6M	na	na	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	7/10
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**TNT R:** The pinnacle of the TNT range. Massive, eye-catching (in gold), and just as explosive as the name.**L:** na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 16litres **Also try:** Triumph Speed Triple

1130	13.55	13.36	12.02	13.63	3cyl 1131cc	6M	na	na	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	7/10
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**DSK HYOSUNG** Dealers 2 Warranty na Website [www.dskhyosung.com](http://www.dskhyosung.com)**Company description:** The Korean manufacturer tries to give the same thrills as its Japanese and American rivals at a more affordable price.**TG Awards:** Surprise of the Year 2014: Hyosung Aquila Pro

'A fitting Korean reply to the idea that only the Japanese and the Americans can make cruisers to fall for.'

**Aquila:** A V-twin cruiser that offers bling and power (with the Pro) and value for money (with the 250)**L:** 243cm **Seat Height:** 70.5cm **Wheelbase:** 144.5cm **Weight:** 218kg **Wheel size:** 17inches **Fuel tank:** 16 litres **Also try:** Harley-Davidson Super Low

Pro	6.14	6.03	5.17	6.20	2cyl 647cc	5M	74	62.1	na	na	23	✓	✓	✓	✓	✓	✓	✗	✓	6/10
250	3.39	3.26	na	3.38	2cyl 249cc	5M	26	21	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	6/10

**GT:** A poser's bike for all those who want a looker and could not care less about performance**L:** 206cm **Seat Height:** 78cm **Wheelbase:** 144.5cm **Weight:** 171kg **Wheel size:** 17inches **Fuel tank:** 8litres **Also try:** Ninja 300.

250R	3.57	3.43	2.78	3.50	2cyl 249cc	5M	28	22.6	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	4/10
650R	5.65	5.52	4.71	5.68	2cyl 647cc	6M	72.7	61	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	5/10

**GT N:** The more fun, naked version of the GT650R, the GT650N is a perfect ride for the city.**L:** 209cm **Seat Height:** NA **Wheelbase:** 144.5cm **Weight:** 196kg **Wheel size:** NA **Fuel tank:** NA **Also try:** Ninja 300.

650N	4.06	3.73	3.80	4.52	2cyl 647cc	6M	72.7	61	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	6/10
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**ST7:** It's hard to see why someone would pick the ST7 over a Harley, unless Hyosung offers a solid bargain.**L:** 247cm **Seat Height:** 76.2cm **Wheelbase:** 169cm **Weight:** 244 **Wheel size:** 16inches **Fuel tank:** 18litres **Also try:** Sportster XL 883 L

ST7	6.99	6.03	5.89	6.20	2cyl 678cc	6M	61.6	57.3	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	5/10
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**DUCATI** Dealers 3 Warranty na Website [www.ducati.com](http://www.ducati.com)**Company description:** Indian Ducatisti, rejoice! The Italians have returned in full force. No Multistrada for the moment, though.**TG Awards:** -**Monster:** The most iconic modern-day Ducati. The 821 has now joined the ranks.**L:** 210cm **Seat Height:** 77cm **Wheelbase:** 145cm **Weight:** 188kg **Wheel size:** 17 inches **Fuel tank:** 13 litres **Also try:** Benelli TNT 899, Kawasaki Z800

795	na	7.57	na	6.57*	2cyl 803cc	6M	85	78	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-
796 S2R	na	8.70	na	na	2cyl 803cc	6M	87	78	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-
821	na	10.96	na	na	2cyl 821cc	6M	110	89	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10

**Hypermotard:** A Ducati that's really pushing the limits. Loaded to the gills with kit.**L:** 209.5cm **Seat Height:** 83cm **Wheelbase:** 149cm **Weight:** 204kg **Wheel size:** 17 inches **Fuel tank:** 16 litres **Also try:** Triumph Tiger 800

Hypermotard	na	11.58	na	11.16*	2cyl 821cc	6M	108.6	89	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-
Hyperstrada	na	12.65	na	na	2cyl 821cc	6M	108.6	89	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-

**Diavel:** Now refreshed, the Diavel is just as big and bad as it used to be.**L:** 223.5cm **Seat Height:** 77cm **Wheelbase:** 158cm **Weight:** 234kg **Wheel size:** 17 inches **Fuel tank:** 17 litres **Also try:** Hitching a ride with the devil

Dark	na	15.90	na	14.02*	2cyl 1198cc	6M	160	130	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-
Carbon Red	na	19.45	na	na	2cyl 1198cc	6M	160	130	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-
Carbon White	na	19.98	na	na	2cyl 1198cc	6M	160	130	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-

**Panigale:** Road-going version of Ducati's WSBK entry. Promises to be a blast to ride.**L:** 207cm **Seat Height:** 83cm **Wheelbase:** 143.7cm **Weight:** 190kg **Wheel size:** 17 inches **Fuel tank:** 17 litres **Also try:** BMW S1000RR, Yamaha R1

1299	na	na	na	32.94*	2cyl 1285cc	6M	202	144	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-
899	na	14.99	na	11.16*	2cyl 898cc	6M	148	99	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-

**Scrambler:** There was a Scrambler back in the day, and this new one's just as simple (and as much fun) as the original.**L:** 216.5cm **Seat Height:** 79-77cm **Wheelbase:** 144.5cm **Weight:** 186kg **Wheel size:** 17 inches **Fuel tank:** 13.5 litres **Also try:** Triumph Bonneville

Icon Red	na	7.61	na	na	2cyl 803cc	6M	74	68	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	8/10
Icon Yellow	na	7.72	na	na	2cyl 803cc	6M	74	68	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	8/10



# TOPGEAR NEW BIKE GUIDE

Buyers Guide continued

Price				Numbers							Features							TG RATING	
Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard		Engine kill switch



## HARLEY-DAVIDSON

Dealers 5 Warranty na Website www.harley-davidson.in

Company description: They define cruisers. Local assembly has allowed them to drop prices and made their bikes even more appealing.

TG Awards: Value for Money Bike of the Year 2015: Street 750  
'It proves that the terms 'cost-effective' and 'Harley-Davidson' can be used in the same sentence.'

**CVO:** A full-blown tourer fitted with every last bell and whistle from Milwaukee. Mind-numbingly expensive.

L: 235.7cm Seat Height: 64.7cm Wheelbase: 163cm Weight: 302.5kg Wheel size: 19inches Fuel tank: 17litres Also try: Sporter range, Honda CB 1000R, Yamaha

CVO	na	na	na	56.22	2cyl 1801cc	6M	na	156	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓
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**Dyna:** This one's on a diet and has all unnecessary weight sawed off. Great if you aren't much of a fan of bulky tourers

L: 235.7cm Seat Height: 64.7cm Wheelbase: 163cm Weight: 302.5kg Wheel size: 19inches Fuel tank: 17litres Also try: Sporter range, Honda CB 1000R, Yamaha

Street Bob	10.38	10.20	10.38	12.21	2cyl 1585cc	6M	na	126	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓
Fat Bob	13.04	12.82	13.04	15.26	2cyl 1585cc	6M	na	126	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓



**Softail:** Must have one for all Arnie/Terminator fans. Lots of chrome and scope for customisation, not necessarily a comfortable ride.

L: 240cm Seat Height: 70cm Wheelbase: 164cm Weight: 328kg Wheel size: 17inches Fuel tank: 19litres Also try: Suzuki Intruder, DYNA range.

Breakout	15.10	14.84	15.10	19	2cyl 1690cc	6M	na	130	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Fatboy	15.10	14.84	15.10	17.6	2cyl 1198cc	6M	na	118	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Heritage Classic	16.47	16.19	16.47	19.71	2cyl 1198cc	6M	na	118	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10



**Sportster:** Still short, sharp-handling motorcycle, although bigger = more power. Always a good thing.

L: 218cm Seat Height: 99cm Wheelbase: 152cm Weight: 254kg Wheel size: 19inches Fuel tank: 12litres Also try: Honda CB 1000R, DYNA range.sx

Super Low	5.95	5.85	5.95	7.56	2cyl 883cc	6M	na	69	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-
Iron 883	6.75	6.64	6.75	8.59	2cyl 883cc	5M	na	69	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-
Forty Eight	8.82	8.67	8.82	10.42	2cyl 1202cc	5M	na	95	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-



**Street:** H-D's entry motorcycle that looks like a scaled down Night-Rod Special, rides like a mini hot-rod too

L: 222.5cm Seat Height: na Wheelbase: 153.5cm Weight: 222kg Wheel size: na Fuel tank: 13.1litres Also try: Hyosung Aquila GV 650.

Street 750	4.17	4.10	4.17	5.2	2cyl 749cc	6M	na	60	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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**Touring:** It's quite literally what the name suggests. You can slap on a lot of touring gear to lug around your house with you.

L: 241cm Seat Height: 80cm Wheelbase: 161cm Weight: 368kg Wheel size: 18inches Fuel tank: 22litres Also try: Heritage Classic, Ultra Classic.

Street Glide	29.51	29	29.51	32.62	2cyl 1198cc	6M	na	118	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-
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**V-Rod:** HD fans have Porsche to thank for this one. One high-revving, smooth-pulling power cruiser, if that's your thing.

L: 244cm Seat Height: 67.5cm Wheelbase: 170cm Weight: 302kg Wheel size: 19inches Fuel tank: 18.9litres Also try: Ducati Diavel, Yamaha V-Max

NightRod Special	22.13	21.75	22.13	25.71	2cyl 1247cc	6M	na	111	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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## HERO

Dealers na Warranty 5 years Website www.heromotocorp.com

Company description: 'The Honda name has been striked out. Now its Hero vs Honda as the Japanese bike maker tries to grab market share from its old ally.

TG Awards: -

**Duet:** Hero's latest metal-bodied alternative to a Honda Activa. Sedate, and packed with some nice features.

L: 183cm Seat Height: na Wheelbase: 124.5cm Weight: 116kg Wheel size: 10 inches Fuel tank: na Also try: Honda Activa, TVS Jupiter

LX	na	na	0.48	0.51	1cyl 111cc	V	8.3	8.3	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	6/10
VX	na	na	0.50	0.52	1cyl 111cc	V	8.3	8.3	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	6/10



**Hunk:** Hero's third variant in the 150cc category. We wonder whether the name makes sense at all

L: 208cm Seat Height: 79.5cm Wheelbase: 132cm Weight: 146kg Wheel size: 17inches Fuel tank: 12.4litres Also try: Unicorn, Pulsar 150, Apache

	0.70	0.69	0.70	0.83	1cyl 149cc	5M	14.4	12.8	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	3/10
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**Ignitor:** This is Hero's attempt at stunning you. Looks a bit different, offers more features than the Stunner.

L: 201cm Seat Height: 109.5cm Wheelbase: 127cm Weight: 129kg Wheel size: 17inches Fuel tank: na Also try: Honda CBF Stunner

	0.60	0.59	0.60	0.72	1cyl 124cc	5M	11	11	na	na	na	✓	✓	✓	✗	✓	✓	✓	✓	4/10
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**Impulse:** The only option if you like it dirty.

L: 210cm Seat Height: 83.5cm Wheelbase: 136cm Weight: 134kg Wheel size: 10inches Fuel tank: 11.1litres Also try: Unicorn, Pulsar 150, Apache

	0.70	0.68	0.70	0.82	1cyl 149cc	5M	13	13.4	na	na	na	✗	✓	✓	✓	✓	✓	✓	✓	6/10
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**Karizma:** The only challenger to the Pulsar 220 DTS-i. Finally gets a much-needed facelift and fuel-injection system.

L: 212cm Seat Height: 79.5cm Wheelbase: 135 Weight: 150kg Wheel size: 18inches Fuel tank: 12litres Also try: Pulsar 220 DTS-i, Yamaha YZF R-15

Karizma R	0.79	0.78	0.79	0.94	1cyl 223cc	5M	17.6	18.3	125	3.8	na	✓	✓	✓	✓	✓	✓	✓	✓	5/10
ZMR Fi	0.99	0.97	0.99	1.16	1cyl 223cc	5M	17.6	18.3	126	3.7	na	✓	✓	✓	✓	✓	✓	✓	✓	5/10



**Maestro:** A testosterone-charged scooter aimed at men. Big size and proven mechanicals.

L: 178cm Seat Height: 77cm Wheelbase: 124 Weight: 110 Wheel size: 10inches Fuel tank: 5.3litres Also try: Honda Activa, Mahindra Duro, TVS Wego

	0.49	0.46	0.48	0.59	1cyl 109cc	V	8	9.1	na	na	43.6	✓	✗	✗	✗	✗	✗	✗	✗	5/10
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**Maestro Edge:** The first of Hero's all-new products. Looks sharp, and gets some nifty features.

L: 184.1cm Seat Height: na Wheelbase: 126.1cm Weight: 110kg Wheel size: 12 inches Fuel tank: na Also try: Honda Dio, TVS Scooty Zest

VX	na	0.49	na	0.50	1cyl 111cc	V	8.3	8.3	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	-
LX	na	0.50	na	0.51	1cyl 111cc	V	8.3	8.3	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	-



















Buyers Guide continued



TOPGEAR  
NEW BIKE GUIDE

Hero continued

	Price				Numbers							Features										
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph	Fuel efficiency (kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch			
<b>Passion:</b> A facelifted effort which is still chugging along? The passion is all lost but the will to move on is in abundance.																						
L: 198cm Seat Height: 78.5cm Wheelbase: 123cm Weight: 116kg Wheel size: 18 inches Fuel tank: 12litres Also try: Platina, Discover																						
X Pro	0.53	0.52	0.53	0.64	1cyl 109cc	4M	12	9.4	na	na	na	✓	✗	✓	✗	✓	✓	✗	✗	2/10		
Pro	0.51	0.50	0.51	0.61	1cyl 97cc	4M	10.5	7.95	na	na	na	✓	✗	✓	✗	✗	✓	✗	✗	1/10		
<b>Pleasure:</b> Hero's first automatic scooter is aimed at women only! And women are buying it with pleasure.																						
L: 175cm Seat Height: 76.5 Wheelbase: 124.1 Weight: 104kg Wheel size: 10Inches Fuel tank: 5 litres Also try: Activa, Dio, Wave, Kinetic 4S																						
	0.46	0.42	0.44	0.53	1cyl 102cc	V	7	7.8	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	5/10		
<b>Splendor:</b> India's commuter bike of choice. Also available as a cafe racer, but take the 'racer' bit with lots of salt																						
L: 193-200cm Seat Height: 78.5 Wheelbase: 123-126.5 Weight: 109-130kg Wheel size: 18 inches Fuel tank: 8.7-13 litres Also try: Honda CD 110, Bajaj Discover 100 M																						
Super Splendor	na	na	na	0.65	1cyl 125cc	4M	9	10.3	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	5/10		
iSmart	na	na	na	0.63	1cyl 97cc	4M	8	8	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	5/10		
Pro	na	na	na	0.60	1cyl 97cc	4M	8	8	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	5/10		
Splendor +	na	na	na	0.60	1cyl 97cc	4M	8	8	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	5/10		
Pro Classic	na	na	na	0.61	1cyl 97cc	4M	8	8	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	7/10		
<b>Xtreme:</b> There's nothing understated about the bike's looks, quite unlike its predecessor.																						
L: 201.2cm Seat Height: 79.5cm Wheelbase: 127.1cm Weight: 129kg Wheel size: 17 inches Fuel tank: 12.4 litres Also try: Honda CB Unicorn, Pulsar 150, Apache																						
Xtreme	0.70	0.71	0.70	0.83	1cyl 149cc	5M	14.4	12.8	na	na	na	✓	✓	✓	✗	✓	✓	✗	✓	3/10		
Sports	na	na	na	0.87	1cyl 149cc	5M	15.6	13.5	na	na	na	✓	✓	✓	✗	✓	✓	✗	✓	3/10		
<b>HONDA Dealers na Warranty na Website www.honda2wheelersindia.com</b>																						
Company description: Japanese giants have decided to go the full hog themselves and have motorcycles in every segment.											TG Awards: Scooter of the year 2015: Activa 125 'There's an amplified premium quotient to the 125, with added power and good levels of comfort.'											
<b>Activa:</b> Bland styling that now looks dated in the face of fresher competition. You could swear on its quality and reliability though.																						
L: 176cm Seat Height: 76cm Wheelbase: 123cm Weight: 102kg Wheel size: 10Inches Fuel tank: 5.3litres Also try: TVS Jupiter, Suzuki Access																						
Activa 125 Std	0.64	0.60	0.67	0.65	1cyl 124.9cc	V	8.6	10.12	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	7/10		
Activa 3G	0.57	0.53	0.60	0.58	1cyl 109cc	V	8	9	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	8/10		
Activa-i	0.54	0.50	0.55	0.54	1cyl 109cc	V	8	9	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	5/10		
<b>Aviator:</b> Just like the Dio, it uses the same engine as in the Activa. But all-new bodywork that's supposed to appeal to men. Really?																						
L: 180cm Seat Height: 79cm Wheelbase: 125cm Weight: 120kg Wheel size: 12Inches Fuel tank: 6litres Also try: Activa, Dio, Access																						
Drum	0.59	0.55	0.61	0.59	1cyl 109cc	V	8	8.77	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	6/10		
<b>CBR 1000R:</b> The most pocket friendly and usable litre bike that you can buy today. Crazy single-side swingarm takes the cake																						
L: 210.5cm Seat Height: 82.5cm Wheelbase: 144.5cm Weight: 217kg Wheel size: 17Inches Fuel tank: 17litres Also try: Ducati Monster, Yamaha MT01																						
1000R	na	12.91	na	13.92	4cyl 998cc	6M	123.3	100	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	8/10		
<b>CBR 650F:</b> Four-cylinder, 649cc sport-tourer from the house of Honda. Low level of localisation keeps the price high.																						
L: 210.7cm Seat Height: 81cm Wheelbase: 144.9cm Weight: 215kg Wheel size: 17Inches Fuel tank: 17litres Also try: Benelli TNT 600 GT, Ninja 650																						
650F	8.10	7.99	8.49	8.25	4cyl 649cc	6M	85	63	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	8/10		
<b>CB Hornet 160R:</b> The Unicorn 160's sportier cousin. Looks fine, goes well, too.																						
L: 204.1cm Seat Height: na Wheelbase: 134.5cm Weight: 140kg Wheel size: 17 inches Fuel tank: 12 litres Also try: Suzuki Gixxer, Yamaha FZ-S v2.0																						
Std	0.90	0.88	0.94	0.92	1cyl 162.7cc	5M	15.6	14.76	na	na	na	✓	✓	✓	✓	✓	✓	✓	✗	-		
CBS	0.95	0.93	0.99	0.97	1cyl 162.7cc	5M	15.6	14.76	na	na	na	✓	✓	✓	✓	✓	✓	✓	✗	7/10		
<b>CB Shine:</b> It's now got a fair bit of 'shine' with bits like alloy wheels, electric start and sporty decals.																						
L: 201.5cm Seat Height: na Wheelbase: 126cm Weight: 122kg Wheel size: 12Inches Fuel tank: 11litres Also try: Discover 125																						
Self-disc CBS	0.71	0.67	0.74	0.71	1cyl 124.7cc	4M	10.5	10.3	na	5.3	65	✓	✓	✓	✗	✗	✓	✗	✗	4/10		
SP CBS	0.74	0.71	0.77	0.75	1cyl 124.7cc	5M	10.5	10.3	na	na	na	✓	✓	✓	✗	✗	✓	✗	✗	8/10		
<b>CB Trigger:</b> Honda takes another shot at the urban buyer in the 150cc segment																						
L: 204.5cm Seat Height: na Wheelbase: 132.5cm Weight: 138 Wheel size: 17Inches Fuel tank: 12litres Also try: Bajaj Pulsar 150, Yamaha Fazer																						
	0.79	0.76	0.83	0.80	1cyl 149cc	5M	14	12.5	na	na	na	✓	✗	✗	✗	✓	✗	✗	✗	5/10		
<b>CB Unicorn 150:</b> Still the best powertrain in the business and boasts extremely good quality.																						
L: 209.5cm Seat Height: na Wheelbase: 134cm Weight: 146kg Wheel size: 17Inches Fuel tank: 13litres Also try: Pulsar 150, CBZ X-Treme, Apache																						
CB Unicorn 150	0.77	0.74	0.81	0.78	1cyl 149cc	5M	13.3	12.8	101	5	60	✓	✓	✓	✓	✓	✓	✓	✗	4/10		
<b>CB Unicorn 160:</b> The trusty Honda, now available with a bigger 160cc motor.																						
L: 204.5cm Seat Height: na Wheelbase: 132.4cm Weight: 135kg Wheel size: 17Inches Fuel tank: 12litres Also try: TVS Apache 160																						
Std	0.83	0.79	0.83	0.84	1cyl 162cc	5M	14.5	14.6	na	5	60	✓	✓	✓	✓	✓	✓	✓	✗	8/10		
CBS	na	0.74	na	0.90	1cyl 162cc	5M	14.5	14.6	na	5	60	✓	✓	✓	✓	✓	✓	✓	✗	8/10		
<b>CBF Stunner:</b> A performance bike packed in a 125cc bike? Take that with a pinch of salt. Looks sporty though.																						
L: 201.2cm Seat Height: na Wheelbase: 127.1cm Weight: 129kg Wheel size: 17Inches Fuel tank: 10litres Also try: Gladiator SS, Discover, Glamour, Flame																						
Stunner	0.68	0.64	0.71	0.68	1cyl 125cc	5	11	11	na	5.2	na	✗	✓	✗	✗	✓	✗	✗	✗	5/10		



TOPGEAR  
NEW BIKE GUIDE

Honda continued

Price				Numbers							Features								
Chennai				Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	
Delhi																			
Bangalore																			
Mumbai (on road)																			
TG RATING																			

**CBR:** The 250 has been around for sometime and now you get it in 150 too!**L:** 200cm **Seat Height:** na **Wheelbase:** 136.7cm **Weight:** 138kg **Wheel size:** 17inches **Fuel tank:** 13litres **Also try:** Ninja 300, Yamaha YZF R15 2.0

150R	1.39	1.34	1.45	1.42	1cyl 149cc	6M	18	13	na	na	na	✓	✓	✗	✓	✓	✓	✗	✗	5/10
250R STD	1.79	1.74	1.87	1.82	1cyl 249cc	6M	25	22.9	na	na	na	✓	✓	✓	✓	✓	✓	✗	✗	7/10
250R ABS	1.85	1.80	1.85	2.15	1cyl 249cc	6M	25	22.9	na	na	na	✓	✓	✓	✓	✓	✓	✗	✗	-

**CBR 1000RR:** Another insanely quick bike to tear up our roads.**L:** 208cm **Seat Height:** 82cm **Wheelbase:** na **Weight:** 199kg **Wheel size:** 17inches **Fuel tank:** 17 litres **Also try:** Suzuki GSX 1000R, Yamaha R1

1000RR	na	16.90	na	18.13	4cyl 999cc	6M	175.6	112	na	na	na	✓	✓	✓	✓	✓	✓	✗	✗	7/10
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**Dio:** The refreshingly new Dio is a stunner. One of the best lookers in the country, though it needs more firepower.**L:** 176cm **Seat Height:** 76cm **Wheelbase:** 123cm **Weight:** 102kg **Wheel size:** 10inches **Fuel tank:** 6litres **Also try:** Activa, Nova 135, Kristal, Pleasure, Accesskg

	0.55	0.51	0.56	0.55	1cyl 109cc	V	8	8.77	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	7/10
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**Dream:** Honda's attack deep into Hero territory. Wing riding for the commuter.**L:** 202.2/2009cm **Seat Height:** na **Wheelbase:** 128.5/125.8cm **Weight:** 108/105kg **Wheel size:** 18inches **Fuel tank:** 8litres **Also try:** Hero Splendor

CD 110	0.50	0.47	0.51	0.52	1cyl 109cc	4M	8.25	8.63	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	-
Neo	0.52	0.50	0.54	0.59	1cyl 109cc	4M	8.25	8.63	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	5/10
Yuga	0.59	0.55	0.62	0.60	1cyl 109cc	4M	8.25	8.63	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	3/10

**Gold Wing:** The ultimate touring machine is here. You can also have one equipped with an airbag!**L:** na **Seat Height:** 73.9cm **Wheelbase:** 168.9cm **Weight:** 421kg **Wheel size:** 18(f), 16(r) inches **Fuel tank:** 25 litres **Also try:** Indian Chief Vintage

Audio Comfort	na	28.50	na	28.50*	6cyl 1832cc	5M	117	167	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-
Airbag	na	31.50	na	31.50*	6cyl 1832cc	5M	117	167	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-

**Livo:** Honda's replaced the edgy-looking Twister with the Livo. Is claimed to return 74km to a litre.**L:** 202cm **Seat Height:** na **Wheelbase:** 128.5cm **Weight:** 111kg **Wheel size:** 18 inches **Fuel tank:** 8.5 litres **Also try:** Bajaj Discover 100M, Hero Splendor

Drum	0.62	0.57	0.65	0.62	1cyl 109cc	4M	8	8.3	na	na	na	✓	✓	✗	✗	✓	✗	✗	✗	-
Disc	0.65	0.60	0.67	0.65	1cyl 109cc	4M	8	8.3	na	na	na	✓	✓	✗	✗	✓	✓	✗	✗	-

**VFR:** Brilliant all-rounder, the V4 engine and the dual-clutch transmission makes this bike extra special.**L:** 225cm **Seat Height:** 81.5cm **Wheelbase:** 154.5cm **Weight:** 267kg **Wheel size:** 17inches **Fuel tank:** 18.5litres **Also try:** Yamaha V-Max, Suzuki Hayabusa

1200F	na	19.26	na	20.60	4cyl 1237cc	6M	170	129	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	6/10
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**VT 1300 CX:** Honda's only cruiser for India.**L:** 257cm **Seat Height:** 67.8cm **Wheelbase:** 180.5cm **Weight:** 303kg **Wheel size:** 21/18inches **Fuel tank:** 12.8litres **Also try:** Harley Davidson V-Rod

1300CX	na	15.21	na	16.66	2cyl 1312cc	5M	57	107	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
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## INDIAN

Dealers na Warranty na Website <http://www.indianmotorcycle.com>

Company description: The oldest American motorcycle brand comes to India to take on its oldest American rival.

**TG Awards: Cruiser of the Year 2015: Indian Chief Vintage**  
'Very few people can resist the laid-back cool of the Indian Chief Vintage.'**Chief Classic:** A genuine alternative to a Harley with classic looks and a torquey engine, though the pricing could've been better.**L:** 263cm **Seat Height:** 66cm **Wheelbase:** 173cm **Weight:** 370kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Super Low

Classic	na	26.5*	na	29.4	2cyl 1811cc	6M	na	138.9	na	na	na	✓	✗	✓	✓	✓	✓	✗	✓	7/10
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**Chief Vintage:** If you are into leathers. If you know what we mean.**L:** 263cm **Seat Height:** 66cm **Wheelbase:** 173cm **Weight:** 379kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Street Bob

Vintage	na	29.5*	na	32.82	2cyl 1811cc	6M	na	138.9	na	na	na	✓	✗	✓	✓	✓	✓	✗	✓	8/10
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**Chieftain:** A powerful motorcycle which comes with a fairing to stop those wind blasts for comfortable rides.**L:** 257.1cm **Seat Height:** 66cm **Wheelbase:** 166.8cm **Weight:** 385kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Street Glide

Chieftain	na	33*	na	36.82	2cyl 1811cc	6M	na	138.9	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	9/10
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**Dark Horse:** The most basic offering of the Chief range is also the meanest.**L:** 263cm **Seat Height:** 66cm **Wheelbase:** 166.8cm **Weight:** 357kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Fat Boy

Dark Horse	na	na	na	25.52	2cyl 1811cc	6M	na	138.9	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	8/10
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**Roadmaster:** If you thought the Chieftain was about as good a tourer as Indian could make, say hello to the master.**L:** 231cm **Seat Height:** 63.5cm **Wheelbase:** 156.2cm **Weight:** 253kg **Wheel size:** 16inches **Fuel tank:** 12.5litres **Also try:** Harley-Davidson CVO

Roadmaster	na	11.99*	na	40.42	2cyl 1811cc	6M	na	138.9	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
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**Scout:** The smallest new Indian motorcycle, the Scout is here to take the fight to Harley's Dyna range.**L:** 231cm **Seat Height:** 63.5cm **Wheelbase:** 156.2cm **Weight:** 253kg **Wheel size:** 16inches **Fuel tank:** 12.5litres **Also try:** Harley-Davidson Dyna range

	na	11.99*	na	14.42	2cyl 1133cc	6M	100	97.7	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	8/10
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Buyers Guide continued



TOPGEAR  
NEW BIKE GUIDE

Buyers Guide continued

## Price

## Numbers

## Features

Chennai

Delhi

Bangalore

Mumbai (on road)

Engine

Gearbox

Max. Power (Bhp)

Max. Torque (Nm)

Max speed (km/h)

0-100kph

Fuel efficiency (km/l)

Electric Start

Alloys

Pass beam switch

Tachometer

Tripmeter

Disc brake

Leg guard

Engine kill switch

TG RATING



## KAWASAKI

Dealers na Warranty 2 years/30,000kms Website www.kawasaki-india.com

Company description: Reviving an old partnership with Bajaj has seen them return to India. They are playing it safe but may be too safe for their own good.

TG Awards: Bike Design of the Year 2015: Kawasaki Z1000  
'It's the kind of bike that'd star in a Batman movie.'**ER-6N:** A middleweight naked bike based on the Ninja 650R that's primed to take on Triumph's Street Triple.

L: 211cm Seat Height: 80.5cm Wheelbase: 141cm Weight: 204kg Wheel size: 17inches Fuel tank: 16litres Also try: Triumph Street Triple

ER-6N	na	4.96	na	5.64	2cyl 649cc	6M	71	64	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓
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8/10

**Ninja:** Handles like an R15, comfort levels as good as a Karizma and more power than both put together.

L: 208.5cm Seat Height: 76.2cm Wheelbase: 139.9cm Weight: 172kg Wheel size: 17inches Fuel tank: 18litres Also try: Three Karizma ZMRs

300	3.44	3.64	3.44	4.15	2cyl 296cc	6M	39	27	na	6.7	21.5	✓	✓	✓	✓	✓	✓	✗	✓
650	5.00	5.37	5.00	6.11	2cyl 649cc	6M	72	64	na	6.7	17.3	✓	✓	✓	✓	✓	✓	✗	✓
1000	na	12.5	na	na	4cyl 1043cc	6M	140	111	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓
ZX-10R	na	15.70	na	na	4cyl 998cc	6M	197	112	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓
ZX-14R	na	16.90	na	na	4cyl 1441cc	6M	210	162.5	300	2.6	16.7	✓	✓	✓	✓	✓	✓	✗	✓
H2	na	29*	na	33.56	4cyl 998cc	6M	197	133	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓

7/10

**Versys 650:** A Ninja 650 in adventure tourer clothing. Fine little machine, this.

L: 216.5cm Seat Height: 84cm Wheelbase: 141.5cm Weight: 216kg Wheel size: 17 inches Fuel tank: 21 litres Also try: Benelli TNT 600 GT

650	na	6.6	na	na	2cyl 649cc	6M	68	64	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓
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**Z250:** The Ninja 250 that's been stripped down to create a stunning street bike. Expensive, but hey, an extra cylinder costs money.

L: 201cm Seat Height: 78.5cm Wheelbase: 140cm Weight: 168kg Wheel size: 17inches Fuel tank: 17litres Also try: Suzuki Inazuma

	na	3.11	na	3.55	2cyl 249cc	6M	31.5	21	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓
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**Z800:** If the mighty Z1000 is too powerful for you, the Z800 is the perfect choice.

L: 210cm Seat Height: 83.4cm Wheelbase: 144.5cm Weight: 231kg Wheel size: 17inches Fuel tank: 17litres Also try: Ducati Monster 795

	na	7.90	na	na	4cyl 806cc	6M	111.3	83	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓
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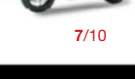
8/10

**Z1000:** With looks that could sear the soul, the Z1000 is a naked bike that you absolutely want. Immensely powerful inline-four adds the 'X-factor'.

L: 204.5cm Seat Height: 81.5cm Wheelbase: 143.5cm Weight: 221kg Wheel size: 17inches Fuel tank: 17litres Also try: Honda CB1000R, Yamaha FZ-1

Z1000	na	12.50	na	na	4cyl 1043cc	6M	140	111	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓
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7/10



## KTM

Dealers na Warranty 2years/30,000kms Website www.bajajauto.com

Company description: Hooligans par excellence come to India, courtesy Bajaj, and bring along their unparalleled sense of mayhem.

TG Awards: Readers' Choice Bike of the Year 2014 + Bike of the Year 2014:  
KTM 390 Duke 'Bike of the year twice in a row? Sounds tough, but the Duke just did it.'**Duke:** True to its heritage, the Duke 200 is a machine that is easily swayed into almost anti-social antics. Top shelf parts and value for money

L: na Seat Height: 81cm Wheelbase: 136.1cm Weight: 125kg Wheel size: 17inches Fuel tank: 10.5litres Also try: Pulsar 200NS

200	1.32	1.38	1.33	1.65	1cyl 199.5cc	6M	25.5	19	na	na	na	✓	✓	✓	✓	✓	✓	-	✓
390	1.83	1.90	1.84	2.23	1cyl 373.2cc	6M	43	35	na	na	33	✓	✓	✓	✓	✓	✓	-	✓

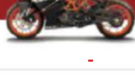
8/10

**RC:** KTM decided to take the Duke brothers racing, and so, with some help from the KTM Moto3 team, the RCs were born.

L: na Seat Height: 82cm Wheelbase: 134cm Weight: 137-147kg Wheel size: 17inches Fuel tank: 10litres Also try: Becoming a Moto3 rider

200	na	1.66	na	1.94	1cyl 199.5cc	6M	25.5	19	na	na	na	✓	✓	✓	✓	✓	✓	-	✓
390	na	2.13	na	2.45	1cyl 373.2cc	6M	43	35	na	na	na	✓	✓	✓	✓	✓	✓	-	✓

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## MAHINDRA

Dealers na Warranty na Website www.mahindra2wheelers.com

Company description: After buying the defunct Kinetic motors, Mahindra has taken its first step into the highly competitive two-wheeler market.

TG Awards: -

**Centuro:** Loaded with a list of features that are a first in its class.

L: 203cm Seat Height: na Wheelbase: 126.5cm Weight: 120kg Wheel size: 18inches Fuel tank: 12.7litres Also try: Honda Dream Yuga

N1 Disc	0.45	0.56	0.48	0.62	1cyl 106.7cc	4M	8.4	8.5	na	na	na	✓	✓	✓	✓	✓	✓	✗	✗
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8/10

**Duro DZ:** The all-new Duro, well not all that new. Remember the Kinetic Nova?

L: 181.9cm Seat Height: 78cm Wheelbase: 127cm Weight: 114kg Wheel size: 10inches Fuel tank: 6.5litres Also try: Honda Activa, Suzuki Access

	0.47	0.43	0.46	0.56	1cyl 124cc	V	8	9	80	na	45	✓	✗	✗	✗	✗	✗	✗	✗
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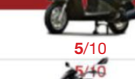
5/10

**Gusto:** Mahindra's first all-new scooter. Developed in Pune, styled in Italy. A decent alternative to other offerings.

L: 179cm Seat Height: 76cm Wheelbase: 126cm Weight: 105kg Wheel size: 10inches Fuel tank: 5litres Also try: Honda Activa, TVS Jupiter

Dx	na	0.43	na	0.57	1cyl 110cc	V	8	9	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗
Vx	na	0.47	na	0.62	1cyl 110cc	V	8	9	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗

5/10

**Mojo:** Your eyes aren't deceiving you – the Mojo has finally arrived, so you can stop looking at spy shots and actually buy one.

L: 210cm Seat Height: 81.4cm Wheelbase: 146.5cm Weight: 165kg Wheel size: 17 inches Fuel tank: 21 litres Also try: KTM 390 Duke

Mojo	na	1.58	na	1.88	1cyl 295cc	6M	27	30	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓
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7/10





# TOPGEAR NEW BIKE GUIDE

◀ Mahindra continued

Price				Numbers						Features									
Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TC RATING

**Rodeo UZO:** More focused on youngsters. Takes on the likes of Activa, Dio.

**L:** 179cm **Seat Height:** 76cm **Wheelbase:** 124.5cm **Weight:** 106kg **Wheel size:** 10inches **Fuel tank:** 4.5litres **Also try:** Honda Activa, Suzuki Access

0.50	0.46	0.48	0.59	1cyl 124cc	V	8	9	80	na	45	✓	✗	✗	✗	✓	✗	✗	✗	4/10
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**ROYAL ENFIELD** Dealers na Warranty na Website [www.royalenfield.com](http://www.royalenfield.com)

**Company description:** They've kept alive the charisma of big bore singles although emission norms have muted them to a fair extent.

**TG Awards:** Most Beautiful Bike of the Year 2014: Royal Enfield Continental GT 'If looks could kill, the 2013 Royal Enfield Continental GT tops the list of mass murderers.'

**Bullet:** The thump is enough to buzz your senses. However, this one is basic, tough and macho. Can ride on almost any surface.

**L:** 212cm **Seat Height:** na **Wheelbase:** 137cm **Weight:** 163kg **Wheel size:** 19inches **Fuel tank:** 14.5litres **Also try:** Electra, Machismo.

350	1.00	0.98	1.00	1.22	1cyl 346cc	5M	19.8	28	na	na	✓	✗	✓	✗	✓	✗	✗	✗	4/10
500	1.44	1.41	1.44	1.75	1cyl 499cc	5M	26	40.9	117	na	na	✓	✗	✓	✗	✓	✗	✗	6/10
Electra	1.12	1.10	1.13	1.37	1cyl 499cc	5M	27.2	41.3	na	na	na	✗	✓	✗	✗	✗	✗	✗	4/10



**Classic:** A true beast. The 500 features the all-new fuel-injected TwinSpark engine. This is the most refined bike in the Bullet stable.

**L:** 213cm **Seat Height:** 80cm **Wheelbase:** 137cm **Weight:** 187kg **Wheel size:** 18-19inches **Fuel tank:** 13.5litres **Also try:** Electra, Machismo.

350	1.20	1.17	1.20	1.46	1cyl 346cc	5M	19.8	28	120	na	na	✓	✗	✓	✗	✓	✗	✗	4/10
500	1.53	1.50	1.54	1.87	1cyl 499cc	5M	27.2	41.3	130	na	na	✓	✗	✓	✗	✓	✗	✗	5/10
Desert Storm	1.56	1.53	1.56	1.9	1cyl 499cc	5M	27.2	41.3	130	na	na	✓	✗	✓	✗	✓	✗	✗	5/10
Chrome	1.63	1.60	1.63	1.99	1cyl 499cc	5M	27.2	41.3	130	na	na	✓	✗	✓	✗	✓	✗	✗	5/10



**Continental GT:** Most powerful RE, best-looking RE, and the 2013 Indian Motorcycle of the Year. Need we say more?

**L:** 206cm **Seat Height:** 80cm **Wheelbase:** 136cm **Weight:** 184kg **Wheel size:** 18inches **Fuel tank:** 13.5litres **Also try:** Triumph Thruxton (which is way more expensive)

Continental GT	1.88	1.84	1.88	2.23	1cyl 535cc	5M	29.1	44	na	na	na	✓	✗	✓	✓	✗	✓	✗	7/10
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**Thunderbird:** The cruiser in the crowd. Quite comfortable on the highway and an extremely steady bike.

**L:** 204cm **Seat Height:** 77.5cm **Wheelbase:** 124cm **Weight:** 179kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Avenger

350	1.31	1.28	1.31	1.58	1cyl 346cc	5M	20	28	120	na	45	✓	✗	✓	✓	✓	✗	✓	5/10
500	1.66	1.63	1.66	2.01	1cyl 499cc	5M	27.2	41.3	130	na	na	✓	✗	✓	✗	✓	✗	✗	6/10



**SUZUKI** Dealers na Warranty na Website [www.suzukimotorcycle.co.in](http://www.suzukimotorcycle.co.in)

**Company description:** Maker of the fastest production motorcycle of the world has found the going tough in India.

**TG Awards:** Street Sport Bike of the Year 2015: Suzuki Gixxer 'Spend some time with it, and you will realise why the Gixxer is so much fun.'

**Access:** Suzuki's attempt to redefine practicality is great for college-goers. 125cc power for the price of an Activa.

**L:** 178cm **Seat Height:** 78cm **Wheelbase:** 125cm **Weight:** 109kg **Wheel size:** 10inches **Fuel tank:** 6.4litres **Also try:** Honda Activa, Dio, Kinetic Flyte

0.50	0.47	0.48	0.56	1cyl 124cc	V	8.6	9.8	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	7/10
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**Bandit:** Proper cross-country tourer for those who aren't fans of the Harley way.

**L:** 213cm **Seat Height:** 81/83cm **Wheelbase:** 148.5cm **Weight:** 250kg **Wheel size:** 17inches **Fuel tank:** 19litres **Also try:** Harley Davidson XR1200 Sportster, Ducati Monster

1250	11.01	10.75	10.94	10.07*	4cyl 1255cc	6M	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	7/10
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**Gixxer:** Suzuki's 155cc naked bike has got the Yamaha FZ square in its sights.

**L:** 205cm **Seat Height:** 78cm **Wheelbase:** 133cm **Weight:** 135kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Yamaha FZ

0.87	0.85	0.92	0.89	1cyl 155cc	5M	14.6	14	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	9/10
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**Gixxer SF:** Just as good as the naked Gixxer, only with a fairing. Looks cooler in the MotoGP livery.

**L:** 205cm **Seat Height:** 78cm **Wheelbase:** 133cm **Weight:** 139kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Yamaha FZ

0.97	0.94	1.02	0.99	1cyl 155cc	5M	14.6	14	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	9/10
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**GS 150 R:** Possibly the most refined bike in India with good ride and handling. The six-speed gearbox is super-smooth.

**L:** 209.5cm **Seat Height:** 79cm **Wheelbase:** 134cm **Weight:** 134kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Pulsar, Unicorn, FZ-16, Apache

0.73	0.66	0.71	0.81	1cyl 149cc	6M	13.8	134	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	6/10
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**GSX:** Suzuki's litre bike completes a Japanese trio. Arguably the most comfortable of the lot.

**L:** 204.5cm **Seat Height:** 81cm **Wheelbase:** 140.5cm **Weight:** 205kg **Wheel size:** 17inches **Fuel tank:** 17.5litres **Also try:** Yamaha YZF-R1, Honda Fireblade

R-1000	16.34	15.95	16.23	15.95*	4cyl 999cc	6M	191	na	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	9/10
S1000	12.55	12.25	12.46	12.25*	4cyl 999cc	6M	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
S1000 F	13.01	12.70	12.92	12.70*	4cyl 999cc	6M	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-



**Hayabusa:** Not the fastest production motorcycle anymore, but the 1300cc motor still packs a punch.

**L:** 219cm **Seat Height:** 80.5cm **Wheelbase:** 148cm **Weight:** 260kg **Wheel size:** 17inches **Fuel tank:** 21litres **Also try:** Yamaha YZF-R1 or a few hundred Pulsars put together

GSX 13000 R	16.34	15.95	16.23	15.95*	4cyl 1340cc	6M	198	154	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	9/10
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**Intruder:** This is a mammoth motorcycle with an engine big enough to put most cars to shame.

**L:** 248cm **Seat Height:** 70.5cm **Wheelbase:** 171cm **Weight:** 347kg **Wheel size:** 18inches **Fuel tank:** 19litres **Also try:** Most cars that you can think of or maybe even a boat

M800	10.29	10.05	10.22	10.05*	2cyl 805cc	5M	52	68	na	na	22	✓	✓	✓	✓	✓	✓	✗	✓	5/10
M 1800 R	16.34	15.95	16.23	15.95*	2cyl 1780cc	5M	127	160	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	6/10



Buyers Guide continued ▶

\*Indicates Ex-showroom prices for Mumbai ✓ Yes ✗ No ◯ Optional Gadgets & Safety Guide



TOPGEAR  
NEW BIKE GUIDE

◀ Suzuki continued

	Price				Numbers							Features								TG RATING
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max. speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	
<b>Let's:</b> A decent little scooter that doesn't offer anything path-breaking. Needs to catch up with Honda in terms of refinement.																				
<b>L:</b> 180cm <b>Seat Height:</b> 76cm <b>Wheelbase:</b> 125cm <b>Weight:</b> 98kg <b>Wheel size:</b> 10inches <b>Fuel tank:</b> 5.2litres <b>Also try:</b> Honda Dio	0.52	0.47	0.53	0.52	1cyl 113cc	V	8.7	9	na	na	na	✓	✗	✗	✓	✗	✗	✗	✗	6/10
<b>Sling Shot:</b> Reskinned Zeus to break the lull, or so Suzuki hopes. Stylish design, quality of materials not very good though.																				
<b>L:</b> 203.5cm <b>Seat Height:</b> na <b>Wheelbase:</b> 126.5cm <b>Weight:</b> 128kg <b>Wheel size:</b> 18inches <b>Fuel tank:</b> 12litres <b>Also try:</b> Honda Shine, TVS Flame, Discover, Hero Honda Splendor	0.55	0.53	0.53	0.59	1cyl 124cc	5M	8.5	10	na	na	60	✓	✗	✗	✗	✗	✗	✗	✗	4/10
<b>Swish:</b> Want a performance scooter with a bit of style? The Swish is what the doctor ordered.																				
<b>L:</b> 178cm <b>Seat Height:</b> 78cm <b>Wheelbase:</b> 125cm <b>Weight:</b> 128kg <b>Wheel size:</b> 10inches <b>Fuel tank:</b> 6litres <b>Also try:</b> Honda Dio	0.51	0.48	0.50	0.57	1cyl 124cc	V	8.5	9.8	na	na	na	✓	✗	✗	✓	✗	✗	✗	✗	7/10
<b>V-Strom:</b> Suzuki attempts to wander in the Multistrada territory. Is it a right step?																				
<b>L:</b> 203.5cm <b>Seat Height:</b> 85cm <b>Wheelbase:</b> 155.5cm <b>Weight:</b> 228kg <b>Wheel size:</b> na <b>Fuel tank:</b> 20litres <b>Also try:</b> Ducati Multistrada, Triumph Tiger 1000 ABS	15.32	14.95	15.21	14.95*	2cyl 1037cc	6M	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	7/10



## TRIUMPH

Dealers 10

Website [www.triumphmotorcycles.in](http://www.triumphmotorcycles.in)

Company description: British bike maker not to be mistaken with the lingerie company of the same name.

TG Awards: Bike of the Year 2015: Triumph Daytona 675R  
'In a segment obsessed with power, the cracking middleweight 675R focuses on being fun.'**Bonneville:** The quintessential Triumph. Also the most inexpensive bike of the range. Couldn't get any better.**L:** 211.5cm **Seat Height:** 74cm **Wheelbase:** 149cm **Weight:** 225kg **Wheel size:** 17inches **Fuel tank:** 16litres **Also try:** Harley SuperLow.

Bonneville	na	5.7	na	7.25	2cyl 865cc	5M	67	68	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	6/10
Bonneville T100	na	6.6	na	8.18	2cyl 865cc	5M	67	68	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	7/10
ThruXton	na	6.7	na	8.42	2cyl 865cc	5M	68	69	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	8/10

**Daytona:** 675cc three-pot, racing-derived genes and looks to make your heart melt. An expensive, but fine machine.**L:** 204.5cm **Seat Height:** 83cm **Wheelbase:** 137.5cm **Weight:** 184kg **Wheel size:** 17inches **Fuel tank:** 17.4litres **Also try:** Resisting the temptation.

Daytona 675	na	10.15	na	12.41	3cyl 675cc	6M	126	74	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	na
Daytona 675 R	na	11.4	na	14.07	3cyl 675cc	6M	126	74	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	9/10

**Roadsters:** These are the stripped-down Daytonas, one with a 675cc motor, the other with a 1050. Proper Brit muscle.**L:** 210cm **Seat Height:** 82.5cm **Wheelbase:** 143.5cm **Weight:** 214kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Harley's Sportster range, Kawasaki Z1000.

Speed Triple	na	10.4	na	13.26	3cyl 1050cc	6M	133	111	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	8/10
Street Triple	na	7.5	na	9.25	3cyl 675cc	6M	104	68	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-

**Rocket III Roadster:** With the biggest engine for any production bike, the Rocket III is big enough to dwarf most other cruisers.**L:** 250cm **Seat Height:** 75cm **Wheelbase:** 169.5cm **Weight:** 367kg **Wheel size:** 17inches **Fuel tank:** 24litres **Also try:** Harley Night Rod, Ducati Diavel, Suzuki Intruder.

Rocket III Roadster	na	20	na	24.48	3cyl 2294cc	5M	146	221	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	6/10
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**Thunderbird Storm:** The poor man's Rocket III. Not inexpensive or inconspicuous in any way.**L:** 234cm **Seat Height:** 70cm **Wheelbase:** 161.5cm **Weight:** 339kg **Wheel size:** 19inches **Fuel tank:** 22litres **Also try:** A Harley Softail, Honda VT 1300 CX.

Thunderbird Storm	na	13	na	16.12	2cyl 1699cc	6M	97	156	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	na
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**Thunderbird LT:** A Thunderbird that's built for the long haul. Slightly detuned motor, but still sufficiently powerful.**L:** 254.6cm **Seat Height:** 70cm **Wheelbase:** 166.5cm **Weight:** 380kg **Wheel size:** 16inches **Fuel tank:** 22litres **Also try:** Harley-Davidson Softail Classic

Thunderbird LT	na	15.75	na	18.68	2cyl 1699cc	6M	93	151	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
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**Tiger:** Triumph's go-anywhere soldier, the Tiger is all the touring motorcycle you'd ever want. Also available with a bigger engine.**L:** 221.5cm **Seat Height:** 86.5cm **Wheelbase:** 154.5cm **Weight:** 215kg **Wheel size:** 17inches **Fuel tank:** 19 litres **Also try:** BMW R 1200 GS

Tiger 800 XR	na	10.5	na	12.14	3cyl 799cc	6M	94	78	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
Tiger 800 XRx	na	11.6	na	13.44	3cyl 799cc	6M	94	78	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	8/10
Tiger 800 XCx	na	12.7	na	14.69	3cyl 799cc	6M	94	78	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	9/10
Tiger 800 XCA	na	13.75	na	na	3cyl 799cc	6M	94	78	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-
Tiger Explorer	na	17.9	na	21.58	3cyl 1215cc	6M	135	121	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	-



## ZINIO/MAGZTER

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# TOPGEAR NEW BIKE GUIDE

Buyers Guide continued

Price				Numbers						Features								TG RATING
Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch



**TVS Dealers** 618 **Warranty** 2 years or 30,000km bikes, Model dependent for scooters **Website** www.tvsmotor.in

**Company description:** They've had their ups and downs but seem sorted out now. Strong presence in southern India, rest of India needs some attention.

**TG Awards:** **Scooter of the Year 2014: TVS Jupiter**  
'The everyday family scooter that ran rings around the competition this year.'

**Apache:** Into its second generation now with a bigger engine and more 'race effects'. Still a great looker.

**L:** 202cm **Seat Height:** 79cm **Wheelbase:** 130cm **Weight:** 136kg **Wheel size:** 17/18inches **Fuel tank:** 16litres **Also try:** Pulsar 150, Achiever, Unicorn.

RTR160	0.69	0.68	0.68	0.85	1cyl 159cc	5M	15.2	13.1	105	na	42	✓	✓	✓	✓	✓	✓	✓	4/10
RTR180	0.73	0.72	0.72	0.89	1cyl 178cc	5M	17.1	15.5	119	4.15	33	✓	✓	✓	✓	✓	✓	✓	7/10
RTR180 ABS	0.83	0.82	0.82	1.01	1cyl 178cc	5M	17.1	15.5	119	4.15	33	✓	✓	✓	✓	✓	✓	✓	na



**Jupiter:** TVS's latest offering to take on the Honda Activa, just that it looks too similar to its rival.

**L:** 183.4cm **Seat Height:** 65cm **Wheelbase:** 127.5cm **Weight:** na **Wheel size:** 12inches **Fuel tank:** 5litres **Also try:** Honda Activa, Yamaha Ray

	0.49	0.44	0.48	0.62	1cyl 109cc	V	7.8	8	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	8/10
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**Phoenix:** A straight forward commuter bike. What you see is what you get.

**L:** 198.5cm **Seat Height:** na **Wheelbase:** 126.5cm **Weight:** 116kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Discover 125

	0.53	0.52	0.53	0.63	1cyl 124.5cc	4M	10.8	10.8	95	na	na	✓	✓	✓	✗	✗	✗	✗	✗	na
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**Scooty:** It's tiny, petite and peppy. Convenient for city errands. But buy a bike for regular commuting. Perfect as your first two-wheeler.

**L:** 168.5cm **Seat Height:** 106cm **Wheelbase:** 123cm **Weight:** 85-97kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Nothing really

Streak	0.42	0.43	0.41	0.54	1cyl 87cc	V	5	5.8	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	4/10
Pep Plus	0.40	0.41	0.39	0.52	1cyl 87cc	V	5	5.8	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	4/10
Zest 110	na	0.42	na	0.59	1cyl 109.7cc	V	7.9	8.7	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	6/10



**Star City+:** Efficient, comfortable and refined. Looks nice, too. A good first buy.

**L:** 198cm **Seat Height:** na **Wheelbase:** 126cm **Weight:** 109kg **Wheel size:** 17inches **Fuel tank:** 10litres **Also try:** Honda Livo

Electric Start	0.47	0.47	0.48	0.47*	1cyl 110cc	4M	8.4	8.7	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	na
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**Wego:** With the Wego, TVS has set its eyes on Honda's share of the gearless two-wheeler market.

**L:** na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 5litres **Also try:** Honda Activa, Honda Aviator

	0.52	0.49	0.50	0.63	1cyl 110cc	V	8	8	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	7/10
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**VESPA Dealers** 8 **Warranty** na **Website** www.vespa-india.com

**Company description:** If there ever was a company that married history and tradition with a modern outlook, Vespa is it.

**TG Awards:** **Two wheeler design of the year 2012** 'Could've called this Automotive Fashion Statement of the Year. But it already was, so never mind.'

**Vespa:** This 125cc scooter is undoubtedly one of the best-looking scooters out there. Sticker price is a shocker, though

**L:** na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 5litres **Also try:** Honda Dio, Suzuki Swish, Yamaha Ray

Elegante	0.84	0.82	0.84	0.84*	1cyl 125cc	V	10	10.6	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	6/10
SXL 125	0.84	0.83	0.84	0.84*	1cyl 125cc	V	10	10.6	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	6/10
VXL 125	0.80	0.78	0.80	0.80*	1cyl 125cc	V	10	10.6	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	6/10
SXL 150	0.91	0.90	0.91	0.91*	1cyl 150cc	V	11.4	11.5	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	7/10
VXL 150	0.87	0.85	0.87	0.88*	1cyl 150cc	V	11.4	11.5	na	na	na	✓	✓	✗	✗	✗	✗	✗	✗	7/10



**YAMAHA Dealers** 400 **Warranty** 2 years or 20,000km **Website** www.yamaha-motor-india.com

**Company description:** Have made a name out of manufacturing fast bikes. Great products, but dealer network not good enough to back them up.

**TG Awards:** **Scooter of the year 2012: Ray**  
'Yamaha finally enters scooter market in India. Pulls a winner out of the hat.'

**Alpha:** Yamaha's attempt to take on the scooter segment dominated by Honda's Activa

**L:** 179.5cm **Seat Height:** 77.5cm **Wheelbase:** 127cm **Weight:** 104kg **Wheel size:** na **Fuel tank:** 5.2litres **Also try:** Honda Activa, Honda Aviator

	0.49	0.47	0.48	0.60	1cyl 113cc	V	7.1	na	na	na	na	✓	✗	✗	✗	✗	✗	✗	✗	7/10
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Buyers Guide continued



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NEW BIKE GUIDE

Yamaha continued

	Price				Numbers							Features								TG RATING
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (kph)	0-100kph	Fuel efficiency (kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	
<b>Fascino:</b> Styled to fight the Vespa, priced to snatch a piece of the Activa's pie. A style-conscious Alpha, in essence.																				
<b>L:</b> 181.5cm <b>Seat Height:</b> 77.5cm <b>Wheelbase:</b> 127cm <b>Weight:</b> 103kg <b>Wheel size:</b> 10 inches <b>Fuel tank:</b> 5.2 litres <b>Also try:</b> Vespa, Honda Activa	na	0.52	na	0.64	1cyl 113cc	V	7	8.1	na	na	na	✓	✗	✓	✗	✗	✗	✗	✗	
<b>Fazer:</b> Purely a commuter. Surprisingly a good handler and has a refined engine. Now with lesser power, and lesser weight.																				
<b>L:</b> 197cm <b>Seat Height:</b> 79cm <b>Wheelbase:</b> 133.5cm <b>Weight:</b> 135kg <b>Wheel size:</b> 17 inches <b>Fuel tank:</b> 13.2litres <b>Also try:</b> Pulsar 150, CB Unicorn Dazzler	0.78	0.77	0.78	0.91	1cyl 149cc	5M	13	13	na	na	na	✓	✓	✓	✓	✓	✓	✗	✗	
<b>FZ FI V2.0:</b> Boldest of the 150cc lot with tyres to chew and spit out the competition. Less powerful now, but also lighter.																				
<b>L:</b> 199cm <b>Seat Height:</b> 79cm <b>Wheelbase:</b> 133cm <b>Weight:</b> 132kg <b>Wheel size:</b> 17 inches <b>Fuel tank:</b> 12litres <b>Also try:</b> Pulsar 180, Apache RTR	na	0.76	na	na	1cyl 149cc	5M	13	12.8	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	5/10
<b>FZ 1:</b> Street fighter looks and performance to go with it. Will give you all the thrills of a litre class bike.																				
<b>L:</b> 214cm <b>Seat Height:</b> 81.5cm <b>Wheelbase:</b> 146cm <b>Weight:</b> 214kg <b>Wheel size:</b> na <b>Fuel tank:</b> 18litres <b>Also try:</b> CB 1000 R	11.63	11.86	12.10	13.65	4cyl 998cc	6M	147.9	106	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	8/10
<b>Ray:</b> Aimed at ladies, but not surprisingly, it endears itself to the opposite sex too. Fun to ride, looks good and is a Yamaha																				
<b>L:</b> 183.5cm <b>Seat Height:</b> 76cm <b>Wheelbase:</b> 127cm <b>Weight:</b> 104kg <b>Wheel size:</b> 10 inches <b>Fuel tank:</b> 5litres <b>Also try:</b> Honda Dio, Suzuki Swish	0.46	0.45	0.46	0.56	1cyl 113cc	V	7	8.1	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗	7/10
<b>SZ:</b> Cheaper alternative to FZ16, cuts down on essentials like disc brakes and pass beam																				
<b>L:</b> 205cm <b>Seat Height:</b> 80.2cm <b>Wheelbase:</b> 132cm <b>Weight:</b> 132kg <b>Wheel size:</b> 17 inches <b>Fuel tank:</b> 14litres <b>Also try:</b> Hero Honda Hunk	0.62	0.61	0.62	0.73	1cyl 153cc	5M	12.1	12.8	na	na	na	✗	✓	✗	✓	✓	✗	✗	✓	4/10
<b>Saluto:</b> Yamaha's having another crack at the 125cc commuter bike segment with the oddly-named Saluto																				
<b>L:</b> 203.5cm <b>Seat Height:</b> 80.5cm <b>Wheelbase:</b> 126.5cm <b>Weight:</b> 112kg <b>Wheel size:</b> 18 inches <b>Fuel tank:</b> 7.6 litres <b>Also try:</b> Honda CB Shine, Bajaj Discover 125	na	0.52	na	0.66	1cyl 125cc	4M	8	10	na	na	na	✓	✓	✓	✗	✗	✗	✓	✓	
<b>V-Max:</b> Be ready for some seriously fast acceleration, and hope no one is crossing while you are at it.																				
<b>L:</b> 239.5cm <b>Seat Height:</b> 77.5cm <b>Wheelbase:</b> 170cm <b>Weight:</b> 310kg <b>Wheel size:</b> 17 inches <b>Fuel tank:</b> 15litres <b>Also try:</b> Apollo 11, SR 71	27.83	29.02	29.60	33.09	4cyl 1679cc	5M	200	166.8	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	
<b>YZF-R1:</b> Want to be like Rossi? Well, you can start with at least looking like him on a Yamaha.																				
<b>L:</b> 205.5cm <b>Seat Height:</b> 85.5-86cm <b>Wheelbase:</b> 140.5cm <b>Weight:</b> 200kg <b>Wheel size:</b> 17 inches <b>Fuel tank:</b> 17 litres <b>Also try:</b> Ducati Panigale 1299, BMW S1000RR	na	22.34	na	na	4cyl 998cc	6M	197	112.4	na	na	na	✓	✓	✗	✓	✓	✓	✓	✓	
<b>YZF-R15 2.0:</b> Same old R15 tweaked for better performance. Though no power upgrade will put off a few people																				
<b>L:</b> 197cm <b>Seat Height:</b> 80cm <b>Wheelbase:</b> 134.5cm <b>Weight:</b> 136kg <b>Wheel size:</b> 17 inches <b>Fuel tank:</b> 12litres <b>Also try:</b> Karizma ZMR, Bajaj Pulsar 220	1.14	1.10	1.11	1.27	1cyl 150cc	6M	16.8	15	140	na	40	✓	✓	✓	✓	✓	✓	✗	✓	7/10
<b>YZF-R3:</b> The latest R-series product is hugely impressive. Nice to fling around corners, even better for long-distance riding.																				
<b>L:</b> 209cm <b>Seat Height:</b> 78cm <b>Wheelbase:</b> 138cm <b>Weight:</b> 169kg <b>Wheel size:</b> 17 inches <b>Fuel tank:</b> 14litres <b>Also try:</b> Kawasaki Ninja 300, Benelli TNT 300	na	3.25	na	3.85	2cyl 321cc	6M	41	29.6	na	na	na	✓	✓	✓	✓	✓	✓	✗	✓	8/10

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